

## **AGENDA**

### **Major Projects Committee**

**November 9, 2006**

**9:00 a.m.**

#### **Location:**

**SANBAG Offices**

**1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor**

**San Bernardino, CA 92410**

***The Super Chief Room***

#### **Major Projects Committee Membership**

##### **Chair**

John Pomierski, Mayor  
*City of Upland*

Dennis Yates, Mayor  
*City of Chino*

Robert Christman, Council  
*City of Loma Linda*

##### **Vice-Chair**

Grace Vargas, Mayor  
*City of Rialto*

Gwenn Norton-Perry, Mayor Pro Tem  
*City of Chino Hills*

Paul M. Eaton, Mayor  
*City of Montclair*

Paul Biane, Supervisor  
*County of San Bernardino*

Deirdre Bennett, Mayor  
*City of Colton*

Alan Wapner, Mayor Pro Tem  
*City of Ontario*

Dennis Hansberger, Supervisor  
*County of San Bernardino*

Mark Nuaimi, Mayor  
*City of Fontana*

Diane Williams, Mayor Pro Tem  
*City of Rancho Cucamonga*

Josie Gonzales, Supervisor  
*County of San Bernardino*

Bea Cortes, Mayor Pro Tem  
*City of Grand Terrace*

Pat Gilbreath, Mayor Pro Tem  
*City of Redlands*

Gary Ovitt, Supervisor  
*County of San Bernardino*

Larry McCallon, Council  
*City of Highland*

Pat Morris, Mayor  
*City of San Bernardino*

Richard Riddell, Mayor  
*City of Yucaipa*

*San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.*

*In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:*

*The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

*The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

*The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

*The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

*Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.*

San Bernardino Associated Governments  
County Transportation Commission  
County Transportation Authority  
Service Authority for Freeway Emergencies  
County Congestion Management Agency

**Major Projects Committee**

**November 9, 2006  
9:00 a.m.**

**LOCATION:**

**Santa Fe Depot  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino  
The Super Chief Room**

**CALL TO ORDER – 9:00 a.m.**

*(Meeting chaired by Mayor John Pomierski.)*

- I. Agenda Notices/Modifications
- II. Announcements

**1. Possible Conflict of Interest Issues for the SANBAG Major Projects Meeting of November 9, 2006 Pg. 9**

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minutes summary for each month.

**Consent Calendar**

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

**2. Major Projects Attendance Roster Pg. 13**

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

**3. Approval of the October Meeting Minutes Pg. 15**

*Notes/Action*

**Consent Calendar Cont'd**

4. **Construction Change Orders to Ongoing SANBAG Construction Contracts with Brutoco Engineering & Construction, Atkinson Contractors LP, and Atkinson/MCM JV, and Tony's Multi-Service Firm, Inc.** Pg. 21

Review and Ratify Change Orders. TN 82407000. Darren Kettle

**Discussion Calendar**

5. **Amendment No 1 to Contract No. 05-036 for Highway Landscaping of SR 71 to Belaire-West Landscaping, Inc.** Pg. 31

1. Approve Amendment No. 1 to Contract No. 05-036 to Belaire-West Landscaping, Inc. for Highway Landscaping of SR 71 in the amount of \$88,275, and
2. Amend the SANBAG 2006/2007 Budget increasing expenditures and revenues in Task Number 81807000 in the amount of \$88,275 as detailed in the Financial Impact Section. Funding sources is Measure I Valley Major Projects. Darren Kettle

6. **Amendment No. 4 to Purchase order No. 0432 to P&D Consultants for construction management services for the State Route 71 Landscape Project.** Pg. 37

1. Approve Amendment No. 4 to Purchase Order No. 0432 with P&D Consultants increasing the amount by \$45,000 to provide Construction Management Services for Route 71 Landscaping completion project, and
2. Amend the SANBAG 2006/2007 Budget increasing expenditures and revenues in Task Number 81807000 in the amount of \$88,275 as detailed in the Financial Impact Section. Funding sources is Measure I Valley Major Projects. TN81807000. Darren Kettle

7. **Amendment No. 1 to Contract No. 03-014 with David Evans Associates for construction staking on Route 210 East and I-10 projects.** Pg. 41

Approve Amendment No. 1 to Contract No. 03-014 with David Evans and Associates for construction staking on Route 210 East and I-10 projects increasing the contract amount by \$1,504,239. The new total contract amount is \$7,286,300. TN 82407000 and TN 86007000. Darren Kettle



**8. Amendments to extend period of performance for various contracts Pg. 51**

Recommend approval of amendments to extend period of performance:

CN 98-042-05	Traffic Operations Inc.	Extend to 12/31/07
CN 98-043-05	Hi-Way Safety Services	Extend to 12/31/07
CN 99-019-04	EPT Design	Extend to 12/31/07
CN 05-007-01	Parsons Brinkerhoff (PB)	Extend to 12/31/07
CN 95-065-04	County Real Estate Services	Extend to 12/31/07
CN 02-011-05	LAN Engineering	Extend to 06/30/07
CN 01-061-06	URS Corporation	Extend to 06/30/07

**Darren Kettle**

**9. Request for Qualifications (RFQ) No. C07012 for Preliminary Engineering and Environmental Document Development for BNSF/UP Colton Crossing Project Pg. 67**

1. Authorize release Request for Qualifications (RFQ) No. C07012 for Preliminary Engineering and Environmental document development for BNSF/UP Colton Crossing Project, and
2. Waive SANBAG Policy 11000, VII (C) (local preference policy) in order to maximize competition and ensure an adequate pool of qualified firms. **Darren Kettle**

**10. Amendment No. 2 to Contract 04-009 with HNTB Corporation for construction support services for State Route 210 Project, segment 10 Pg. 69**

1. Approve Amendment No. 2 to Contract No. 04-009 with HNTB Corporation for construction support services for State Route 210 Project, segment 10 increasing the contract amount by \$125,000 for total not to exceed amount of \$525,000. TN 82407000
2. Approve Amendment to the SANBAG 2006/07 budget increasing revenues and expenditures in the amount of \$125,000 in Task 82407000 as described in the Financial Impact section below. Funding source is Measure I Valley Major Projects unallocated reserve. **Darren Kettle**

**11. Approve Plans and Specifications and Authorize advertising for Construction Bids for Ramona Avenue Grade Separation Pg. 75**

Approve Plans and Specifications and Authorize advertising for Construction Bids for Ramona Avenue Grade Separation. **Darren Kettle**

12. **Authorize staff to proceed directly to Board for award of Contract No. C07095 for Interstate 215 5<sup>th</sup> Street Overcrossing Construction** Pg. 77

Authorize staff to proceed directly to Board for award of Contract No. C07095 for Interstate 215 5<sup>th</sup> Street Overcrossing Construction.  
Darren Kettle

13. **Waiver of Local Preference Policy for Request for Qualifications (RFQ) for the I-10 HOV Lane Addition and the I-15/I-215 Devore Interchange Project Development Activities** Pg. 79

Waive SANBAG Policy 11000, VII (C) (local preference policy) for RFQs for Project Development Activities for the I-10 HOV Lane Addition and the I-15/I-215 Devore Interchange in order to maximize competition and ensure an adequate pool of qualified firms/teams. Darren Kettle

14. **Measure I 2010-2040 Strategic Plan Policy Issues** Pg. 81

Review and discuss white paper issues for furtherance of the Strategic Plan. Darren Kettle

15. **Award of Contract No. C07024 with Harris and Associates for State Street/University Parkway Grade Separation Construction Management** Pg. 107

Approve Contract No. C07024 with Harris and Associates for State Street/University Parkway Grade Separation Construction Management in the amount of \$3,740,000 as detailed in the Financial Impact Section. TN 87107000. Darren Kettle

16. **Construction Cooperative Agreement No. C07130 with Caltrans for the Interstate 215 Segment 3** Pg. 111

Approve Construction Cooperative Agreement No. C07130 with Caltrans I-215 Segment 3. Darren Kettle

17. **Acronym Listing** Pg. 115

18. **Additional Items from Committee Members**

19. **Brief Comments by General Public**

20. **Director's Comments**

### ADJOURNMENT

The next Major Projects Meeting  
is December 14<sup>th</sup>, 2006.

## Meeting Procedures and Rules of Conduct

### Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

### Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

**Agendas** – All agendas are posted at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino and our website: [www.sanbag.ca.gov](http://www.sanbag.ca.gov).

**Agenda Actions** – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

**Closed Session Agenda Items** – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

**Public Testimony on an Item** – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

**Agenda Times** – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

**Public Comment** – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

**Disruptive Conduct** – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**This page left blank.**

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

### AGENDA ITEM 1

**Date:** November 9, 2006

**Subject:** Information Relative to Possible Conflict of Interest

**Recommendation\*:** Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

**Background:** In accordance with California Government Code 84308, members of the SANBAG Board may not participate in the any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Principals & Agents	Subcontractors
4A	04-018	Brutoco Engineering & Construction <i>Mike Murphy</i>	Ortiz – A.C. Alcorn Fencing Anderson Drilling Modern Alloys JV Landclearing Pavement Recycling ACL Moore Signs & Lighting Pacific Restoration Harbor Co. Reycon

\*

*Approved*  
*Major Projects Committee*

*Date: November 9, 2006*

*Moved: Second:*

*In Favor: Opposed:*

*Witnessed: \_\_\_\_\_*

			Sudhakar Avar-Campbell Franklin Reinf. Steel
4B	05-014	Atkinson Contractors <i>Scott Lynn</i> <i>Kent Reiman</i>	All American Asphalt Modern Alloys Diversified Landscaping JV Land Clearing Valley Concrete Placing Coffman Specialties Alcorn Fence Coral Construction Sudhakar Company Dywidag Systems Highlight Electric Regional Steel Anderson Drilling
4C	05-005	Atkinson Contractors <i>Scott Lynn</i> <i>Kent Reiman</i>  MCM <i>H McGovern</i>	All American Asphalt Modern Alloys Diversified Landscaping JV Land Clearing Valley Concrete Placing Coffman Specialties Alcorn Fence Coral Construction Sudhakar Company Dywidag Systems Highlight Electric Regional Steel

4D	06-001	Atkinson Contractors <i>Scott Lyon</i> <i>Kent Reiman</i>	West Coast Demo Penhall Moore Electric CGO Construction United Steel Placers Superior Gunite ACL Reycon Diversified Landscape Modern Alloys Statewide Safety Sudhakar Anderson Drilling DSI Ulmer Industries CTM Ortiz Asphalt Paving Alcorn Fence
4H	06-065	Tony's Multi Service Firm <i>Manuel Blanco</i>	None
5	05-036-01	Belaire-West Landscaping, Inc. <i>Donavan Groen</i>	None
6	P.O. 0432-04	P&D Consultants <i>Harry Clarke</i>	None
8	98-042-05	Traffic Operations, Inc. <i>Michael Izzi</i>	None
8	98-043-05	Hi-Way Safety Services <i>Gary Myers</i>	None
8	99-019-04	EPT Design <i>Richard Vanderwood</i>	None
8	05-007-01	Parsons Brinkerhoff (PB) <i>Khalil Saba</i>	LSA Associated Engineers Earth Mechanics
8	02-011-05	LAN Engineering <i>William Nascimento</i>	Hanson Wilson HDR Douglas Engineering Earth Mechanics, Inc. RHA Landscape Architects Lin Consulting

			Cutler Associates
8	01-061-06	URS Corporation <i>Jeff Chapman</i>	Tatsumi & Partners CH2M Hill
10	03-014-01	David Evans and Associates <i>Cliff Simental</i>	None
15	C07024	Harris and Associates <i>David Seevers</i>	Associated Engineers CHJ Incorporated Wilson and Company Paula Beauchamp Patrick O'Reilly

**Financial Impact:** This item has no direct impact on the SANBAG budget.

**Reviewed By:** This item is prepared monthly for review by SANBAG Board and Committee members.



**AGENDA ITEM 2**  
**MAJOR PROJECTS COMMITTEE ATTENDANCE ROSTER - 2006**

Name	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Paul Eaton	X	CANCELLED	X		X		X	CANCELLED	X	X		
John Pomierski			X	X	X	X	X		X	X		
Paul Biane	X		X	X		X	X		X			
Deirdre Bennett							X			X		
Kelly Chastain	X		X	X	X	X	X					
Robert Christman			X	X	X	X	X					
Bea Cortes	X		X	X	X	X	X		X	X		
Pat Gilbreath	X		X	X	X	X	X		X			
Josie Gonzales			X	X		X	X			X		
Dennis Hansberger			X							X		
Larry McCallon			X	X	X		X		X	X		
Pat Morris	(Judith Valles) X		X	X	X	X	X		X	X		
Gwenn Norton-Perry												
Mark Nuaimi			X		X		X		X	X		
Gary Oviatt	X		X	X								
Richard Riddell	X		X	X	X	X	X		X			
Grace Vargas (Ed Scott)	X		X			X			X	X		
Alan Wapner	X		X	X		X	X		X	X		
Diane Williams	X		X	X		X	X		X	X		
Dennis Yates	X					X	X					

X - attended meeting.

The crossed-out boxes indicate members who were not on the committee as of that month.

The empty boxes indicate member who did not attend the meeting that month.

## AGENDA ITEM 2

## MAJOR PROJECTS COMMITTEE ATTENDANCE ROSTER - 2005

Name	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Paul Eaton	X	X	X	X	cancelled	X	cancelled	X	cancelled	X	X	X
John Pomierski	X	X	X								X	X
Paul Biane	X	X		X		X				X		
Kelly Chastain	X	X	X			X		X		X	X	X
Robert Christman		X	X	X		X		X		X		
Bea Cortes			X	X				X		X	X	X
Pat Gilbreath	X	X	X	X		X		X		X	X	X
Josie Gonzales	X		X	X		X				X		X
Dennis Hansberger	X	X	X							X	X	
Larry McCallon		X						X		X		X
Gwenn Norton-Perry								X			X	X
Mark Nuaimi		X						X		X		
Gary Ovitt	X	X	X	X								X
Richard Riddell	X	X	X	X		X		X			X	X
Judith Valles		X	X					X			X	X
Grace Vargas (Ed Scott)	X			X		X		(X)		X		X
Alan Wapner		X		X		X						
Diane Williams		X	X	X		X		X		X		X
Dennis Yates	X	X	X	X						X	X	X

X - indicates member attended meeting.

Crossed out box indicates member is no longer a Board Member. \*\* - indicates new member

Portal/Agendas/MPCA/T05.DOC

- 
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
- 

*Minute Action*

AGENDA ITEM: 3

*Date:* November 9, 2006

*Subject:* Major Projects Committee October meeting minutes

*Recommendation:*\* Approve minutes for the October Major Projects Committee meeting.

*Background:* See attached.

*Financial Impact:* No financial impact. TN 81507000.

*Reviewed By:* This item will be reviewed by the Major Projects Committee on November 9, 2006.

*Responsible Staff:* Darren Kettle, Director of Freeway Construction

---

*Approved*

*Major Projects Committee*

*Date: November 9, 2006*

*Moved: Second:*

*In Favor: Opposed: Abstained:*

*Witnessed:* \_\_\_\_\_

## MINUTES SUMMARY

### Major Projects Committee

September 21, 2006

Time Change: 10:30 a.m. (This meeting only.)

#### Location:

SANBAG Offices

1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor

San Bernardino, CA 92410

*The Super Chief Room*

#### Major Projects Committee Attendance

##### Chair

John Pomierski, Mayor  
*City of Upland*

Paul M. Eaton, Mayor  
*City of Montclair*

##### Vice-Chair

Grace Vargas, Mayor  
*City of Rialto*

Alan Wapner, Mayor Pro Tem  
*City of Ontario*

Paul Biane, Supervisor  
*County of San Bernardino*

Diane Williams, Mayor Pro Tem  
*City of Rancho Cucamonga*

Mark Nuaimi, Mayor  
*City of Fontana*

Pat Gilbreath, Mayor Pro Tem  
*City of Redlands*

Bea Cortes, Mayor Pro Tem  
*City of Grand Terrace*

Pat Morris, Mayor  
*City of San Bernardino*

Larry McCallon, Council  
*City of Highland*

Richard Riddell, Mayor  
*City of Yucaipa*

San Bernardino Associated Governments  
County Transportation Commission  
County Transportation Authority  
Service Authority for Freeway Emergencies  
County Congestion Management Agency

**Major Projects Committee**

**September 21, 2006**

**Time Change: 10:30 a.m. (This meeting only.)**

**LOCATION:**

**Santa Fe Depot**  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino  
*The Super Chief Room*

**CALL TO ORDER – 9:00 a.m.**

*(Meeting chaired by Mayor John Pomierski.)*

- I. Agenda Notices/Modifications
- II. Announcements

1. Possible Conflict of Interest Issues for the SANBAG Major Projects Pg. 7  
Meeting of September 21, 2006

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minutes summary for each month.

**Consent Calendar**

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

2. Major Projects Attendance Roster Pg. 11

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

3. Approval of the July Meeting Minutes Pg. 13

**Notes/Action**

Please see each item for conflicts.

**MOTION:**

Morris

**SECOND:**

Williams

Motion carried.

Consent Calendar Cont'd

4. Construction Change Orders to Ongoing SANBAG Construction Contracts with Yeager/Skanska, Inc. Pg. 19

Review and Ratify Change Orders. TN 82407000. Darren Kettle

MOTION:  
Morris  
SECOND:  
Williams  
ABSTAINED:  
Biane  
Cortes  
Gilbreath  
McCallon  
Motion carried.

5. Construction Change Orders to Ongoing SANBAG Construction Contracts with Brutoco Engineering & Construction, Atkinson Contractors LP, and Atkinson/MCM JV, and Tony's Multi-Service Firm, Inc. Pg. 21

Review and Ratify Change Orders. TN 82407000. Darren Kettle

MOTION:  
Morris  
SECOND:  
Williams  
ABSTAINED:  
Biane  
Wapner  
Motion carried.

Discussion Calendar

6. Contract No. 07-004 with Westbound Communications to provide Public Information and Safety Services for the widening of the 5<sup>th</sup> Street Over-Crossing at Interstate 215 in San Bernardino Pg. 37

Approve Contract No. 07-004 with Westbound Communications to provide Public Information and Safety Services for the widening of the 5<sup>th</sup> Street Over-Crossing at Interstate 215 in San Bernardino in the amount not to exceed \$550,000 as specified in the Financial Impact Section. Cheryl Donahue

MOTION:  
McCallon  
SECOND:  
Cortes  
Motion carried.

7. Amendment to Major Projects Contract Negotiation Guidelines Policy – SANBAG Policy 34504 Pg. 43

Approve amended SANBAG Policy 34504 – Major Project Contract Negotiation Guidelines Policy (Attachment "A"). Darren Kettle

MOTION:  
Williams  
SECOND:  
Cortes  
Motion carried.

*Bianz and Eaton arrived to the meeting.*

8. Approve plans and specifications and Authorize advertising for Construction Bids for I-215 5<sup>th</sup> Street Overcrossing, Interstate 10/Live Oak Canyon Interchange and State Street/University Parkway Grade Separation. Pg. 47

Approve plans and specifications and Authorize advertising Construction

MOTION:  
Yates  
SECOND:  
Morris  
Motion carried.

Bids for I-215 5<sup>th</sup> Street Overcrossing, Interstate 10/Live Oak Canyon Interchange and State Street/University Parkway Grade Separation.  
Darren Kettle

*Notes/Action*

9. Request for Qualifications (RFQ) No. C07088 for Ramona Avenue and Hunts Lane Grade Separation Construction Services Pg. 49

Authorize staff to release Request for Qualifications (RFQ) No. C07088 for Ramona Avenue and Hunts Lane Grade Separation Construction Services. Darren Kettle

**MOTION:**  
Gilbreath  
**SECOND:**  
Biane  
Motion carried.

10. Acronym Listing

Pg. 97

11. Additional Items from Committee Members

12. Brief Comments by General Public

13. Director's Comments

ADJOURNMENT @ 10:45 a.m.

The next Major Projects Meeting  
is October 12, 2006.

**This page left blank.**



- 
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
- 

*Minute Action*

AGENDA ITEM: 4

*Date:* November 9, 2006

*Subject:* Construction Change Orders to On-going SANBAG Construction Contracts with Brutoco Engineering & Construction, Atkinson Contractors LP, Atkinson/MCM JV, Tony's Multi-Service Firm, Inc., and Diversified Services, Inc.

*Recommendation:*\* Review and ratify change orders.

*Background:* This item addresses on-going construction contracts with Brutoco Engineering & Construction, Inc, Atkinson Contractors LP, Atkinson/MCM JV, Tony's Multi-Service Firm, Inc, and Diversified Services, Inc.

As directed by SANBAG Board action on September 1, 1999, the status of construction change orders (CCOs) is presented below:

- A. CN 04-018 with Brutoco Engineering & Construction for construction of I-10 Truck Climbing Lane project: No new CCOs have been approved since the last Major Projects Committee action.
- B. CN 05-014 with Atkinson Contractors, LP for construction of SR-210 Segments 9/10/11 Mainline project: No new CCOs have been approved since the last Major Projects Committee action.
- C. CN 05-005 with Atkinson Contractors/MCM JV for construction of SR-210 Segment 11 Early project: CCO No. 27 (\$37,750 increase for catch basin modifications) and CCO No. 29 (\$8,500 increase for

---

*Approved*  
*Major Projects Committee*

*Date: November 9, 2006*

*Moved: Second:*

*In Favor: Opposed: Abstained:*

*Witnessed:* \_\_\_\_\_

addition rebar on wing walls) have been approved since the last Major Projects Committee action.

- D. CN 06-001 with Atkinson Contractors, LP for construction of I-10 Median Mixed-Flow Lane project: CCO No. 22 (\$25,830 increase for additional landscape maintenance) has been approved since the last Major Projects Committee action.
- E. CN 06-016 with Tony's Multi-Service Firm, Inc. for construction of SR-210 Segment 1 Landscaping: No new CCOs have been approved since the last Major Projects Committee action.
- F. CN 06-017 with Tony's Multi-Service Firm, Inc. for construction of SR-210 Segment 2 Landscaping: No new CCOs have been approved since the last Major Projects Committee action.
- G. CN 06-064 with Diversified Services, Inc. for construction of SR-210 Segment 3 Landscaping: No new CCOs have been approved since the last Major Projects Committee action.
- H. CN 06-065 with Tony's Multi-Service Firm, Inc. for construction of SR-210 Segment 4 Landscaping: CCO No. 1 (no cost change for revised construction area signs) has been approved since the last Major Projects Committee action.

**Financial Impact:** This item imposes no financial impact, as all CCOs are within previously approved contingency amounts. TN 82407 and TN 86007.

**Reviewed By:** This item will be reviewed by the Major Projects Committee on November 9, 2006

**Responsible Staff:** Darren Kettle, Director of Freeway Construction

## CONTRACT CHANGE ORDER and CONTINGENCY BALANCE LOG

(Updated: 10/26/2006)

SEGMENT 11 EARLY PROJECT  
CONTRACT No. 05-005

OCO NO.	DESCRIPTION (S) - With Supplemental \$	PAY MTD	TIME EXT.	CCO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN.	CONTRACTOR TO FROM	CT / FHWA Concurrence TO FROM	SANBAG Approval FROM TO	DATE APPROVED	STATUS/REMARKS
*CONTINGENCY & SUPPLEMENTAL WORK BUDGET >>>													
						\$3,326,514.00							
1	MAINTAIN ROADWAY AND TRAFFIC CONTROL ...	EWFA	0	\$20,000.00				3/29/05	1/31/05	4/4/05	4/4/05	4/5/05	Approved & Implemented
(S)					0.06%	\$20,000.00	\$ 3,306,514.00		4/6/05	<< Approved Copies			
1 S1	ADDITIONAL FUNDS	EWFA		\$40,000.00				11/18/05	N/A	N/A	11/29/05	11/29/05	Approved & Implemented
				\$40,000.00	0.13%	\$60,000.00	\$ 3,266,514.00	3/29/05	1/31/05	4/4/05	4/4/05	4/5/05	Approved & Implemented
2	MAINTAIN EXISTING AND TEMPORARY ELECTRICAL SYSTEM	EWFA	0	\$20,000.00					4/6/05	<< Approved Copies			Approved & Implemented
				\$20,000.00	0.06%	\$80,000.00	\$ 3,246,514.00	12/21/05	N/A	N/A	12/22/05	1/9/06	Approved & Implemented
2 S1	ADDITIONAL FUNDS	EWFA		\$60,000.00					1/9/06	<< Approved Copies			Approved & Implemented
				\$60,000.00	0.19%	\$140,000.00	\$ 3,186,514.00	7/17/06	N/A	N/A	7/24/06	7/24/06	Approved & Implemented
2 S2	ADDITIONAL FUNDS	EWFA		\$70,000.00					7/21/06	4/20/05	7/21/06	8/25/06	Approved & Implemented
				\$70,000.00	0.22%	\$210,000.00	\$ 3,116,514.00	4/6/05	4/7/05	4/11/05	4/20/05	5/16/05	Approved & Implemented
3	FEDERAL APPRENTICESHIP TRAINING	ACUP	0	\$14,400.00					4/21/05	<< Approved Copies			Approved & Implemented
(S)				\$14,400.00	0.05%	\$224,400.00	\$ 3,102,114.00	4/6/05	4/7/05	4/11/05	4/20/05	5/16/05	Approved & Implemented
4	REMOVE ADDITIONAL TREES & CLEAR / GRUB TO FACILITATE UTILITY RELOCATION	EWFA	0	\$15,000.00					4/21/05	<< Approved Copies			Approved & Implemented
				\$15,000.00	0.05%	\$239,400.00	\$ 3,087,114.00	7/16/05	N/A	N/A	7/25/05	7/26/05	Approved & Implemented
4 S1	ADDITIONAL FUNDS	EWFA	0	\$15,000.00					7/27/05	<< Approved Copies			Approved & Implemented
				\$15,000.00	0.05%	\$254,400.00	\$ 3,072,114.00	5/9/05	5/9/05	5/11/05	5/17/05	5/17/05	Approved & Implemented
5	SWPPP MAINTENANCE	EWFA	0	\$40,000.00					5/18/05	<< Approved Copies			Approved & Implemented
(S)				\$40,000.00	0.13%	\$294,400.00	\$ 3,032,114.00	8/11/05	8/17/05	8/47/05	9/15/05	9/19/05	Approved & Implemented
6	MAINTAIN EXISTING UTILITY FACILITIES	EWFA	0	\$15,000.00					9/19/05	<< Approved Copies			Approved & Implemented
				\$15,000.00	0.05%	\$309,400.00	\$ 3,017,114.00	10/14/05	N/A	N/A	10/19/05	10/25/05	Approved & Implemented
6 S1	ADDITIONAL FUNDS	EWFA		\$85,000.00					10/25/05	<< Approved Copies			Approved & Implemented
				\$85,000.00	0.27%	\$394,400.00	\$ 2,932,114.00	1/27/06	4/31/06	6/8/06	1/31/06	2/7/06	Approved & Implemented
7	HIGHLAND-DELMANN WATER MADISON DRIVEWAY	EWFA ITEM		\$15,800.00					5/25/06	6/5/06	6/26/06	6/26/06	Approved & Implemented
				\$4,200.00						<< Approved Copies			Approved & Implemented
				\$20,000.00	0.08%	\$414,400.00	\$ 2,912,114.00	6/6/05	6/6/05	6/10/05	6/10/05	6/15/05	Approved & Implemented
8	CONFINED SPACE ATTENDANT	EWFA		\$10,000.00					6/15/05	<< Approved Copies			Approved & Implemented
				\$10,000.00	0.03%	\$424,400.00	\$ 2,902,114.00	11/21/05	N/A	N/A	11/21/05	11/29/05	Approved & Implemented
8 S1	ADDITIONAL FUNDS	EWFA		\$20,000.00					11/30/05	<< Approved Copies			Approved & Implemented
				\$20,000.00	0.06%	\$444,400.00	\$ 2,882,114.00	7/19/05	7/21/05	8/5/05	8/10/05	8/9/05	Approved & Implemented
9	STATE STREET PILE DEPTH REVISION / PRE-DRILLING	ITEM EWFLS		\$2,905.00					8/17/05	<< Approved Copies			Approved & Implemented
				\$61,675.00	0.20%	\$508,980.00	\$ 2,817,534.00	8/15/05	8/17/05	8/17/05	8/30/05	9/19/05	Approved & Implemented
10	MAN MADE BURIED OBJECTS	EWFA		\$15,000.00					9/19/05	<< Approved Copies			Approved & Implemented
				\$15,000.00	0.05%	\$223,980.00	\$ 2,802,534.00	12/22/05	N/A	N/A	12/22/05	1/9/06	Approved & Implemented
10 S1	ADDITIONAL FUNDS	EWFA		\$20,000.00					1/9/06	<< Approved Copies			Approved & Implemented
				\$20,000.00	0.06%	\$543,980.00	\$ 2,782,534.00						

**SEGMENT 11 EARLY PROJECT**  
**CONTRACT No. 05-005**  
**San Bernardino Associated Governments**  
**CONTRACT CHANGE ORDER and CONTINGENCY BALANCE LOG**

(Updated: 10/26/2006)

COO NO.	DESCRIPTION	PAY MTD	TIME EXT.	COO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN.	CONTRACTOR TO	FROM	CT/FHWA Concurrence TO	FROM	SANRAG Approval TO	FROM	DATE APPROVED	STATUS/REMARKS
11	STATE STREET OPEN CHANNEL CABLE RAILING (SSSD)	EWAP		\$7,693.72	0.02%	\$551,673.72	\$ 2,774,840.28	12/8/05	12/8/05	12/19/06	12/8/05	12/14/05	12/8/06	12/8/06	1/18/06	Approved & Implemented
12	ELECTRICAL SERVICE CONNECTION FEES	EWFA	0	\$15,000.00			Revised >>	8/15/05	8/15/05	9/21/05	8/17/05	8/30/05	9/22/05	9/28/05	9/27/05	Approved & Implemented
12 S1	ADDITIONAL FUNDS	EWFA		\$15,000.00	0.05%	\$566,673.72	\$ 2,759,840.28		9/28/05	<< Approved Copies						IN PROCESS
13	TRAFFIC SIGNAL LOOPS @ HIGHLAND/MACY & HIGHLAND/CALIFORNIA	EWFA		\$35,000.00	0.00%	\$566,673.72	\$ 2,759,840.28	3/23/06	3/27/06	4/11/06	3/27/06	4/6/06	3/22/06	3/22/06	4/19/06	Approved & Implemented
14	REMOVE AND REPLACE MUSCOY WATER LINE NORTH OF HIGHLAND	EWFA EWLS		\$10,000.00 \$62,779.42	0.11%	\$601,673.72	\$ 2,724,840.28	9/21/05	9/28/05	9/28/05	8/28/06	11/1/05	9/21/05	9/28/05	9/28/05	Approved & Implemented
14 S1	ADDITIONAL MMWD UTILITY WORK ON STATE STREET	EWLS		\$23,758.92	0.23%	\$674,433.14	\$ 2,652,660.86	11/16/05	11/22/05	12/5/05	11/23/05	11/30/05	11/22/05	11/22/05	12/7/05	Approved & Implemented
15	REVISED MBGR STANDARD PLAN	NCNC		\$0.00	0.07%	\$698,212.06	\$ 2,628,301.94	1/3/06	1/19/06	4/3/06	1/19/06	1/31/06	1/4/06	1/19/06	4/5/06	Approved & Implemented
15 S1	MBGR ANCHOR BLOCK			\$0.00	0.00%	\$698,212.06	\$ 2,628,301.94		4/5/06	<< Approved Copies						IN PROCESS
16	PEDESTRIAN OPENINGS (CREDIT) - STATE STREET BRIDGE	ADJ		\$3,602.00	0.00%	\$698,212.06	\$ 2,628,301.94	11/22/05	12/1/05	12/22/05	12/1/05	12/14/05	11/29/06	12/4/06	1/9/06	Approved & Implemented
17	LOCAL STREET NAME SIGNS & NORM JOHNSON WAY CHANGE	EWUP ACUP		\$3,602.00 \$5,595.72 \$8,915.00	-0.01%	\$694,610.06	\$ 2,631,903.94	4/5/06	1/9/06	4/14/06	4/14/06	4/28/06	4/6/06	4/19/06	5/3/06	Approved & Implemented
18	MADISON/GARDENA KEYSTONE WALL AND MIXIN DRIVEWAY	EWFA		\$13,500.00	0.05%	\$708,120.78	\$ 2,617,393.22	12/14/05	12/28/05	1/11/06	12/28/05	1/15/06	12/14/05	1/18/06	1/18/06	Approved & Implemented
19	ADJUSTMENT TO VARIOUS ELECTRICAL BID ITEMS	ACLS		\$7,500.65	0.04%	\$722,620.78	\$ 2,603,893.22	8/9/06	1/19/06	8/10/06	8/10/06	8/25/06	8/9/06	8/10/06		To Atkn & CT - 8/10/06
20	SOUNDWALL 196			\$7,500.65	0.02%	\$730,121.43	\$ 2,596,392.57			<< Approved Copies						IN PROCESS
21	CAJON OH BENT 2 ALTERNATIVE PILE	ITEM ADJ		\$2,865.00 \$16,931.24 \$19,796.24	0.00%	\$730,121.43	\$ 2,596,392.57	3/7/06	3/8/06	4/11/06	3/8/06	4/6/06	3/7/06	3/8/06	4/19/06	Approved & Implemented
22	SIGN STRUCTURE SPEC CHANGE	ITEM EWFA ADJ		-\$24,876.50 \$20,160.00 \$2,362.50	0.06%	\$749,917.67	\$ 2,576,596.33	3/9/06 6/5/06 7/5/06	4/19/06 8/13/06 6/8/06	<< Approved Copies	3/9/06 6/8/06 7/13/06	4/6/06 6/21/06 7/5/06	3/10/06 6/5/06 7/13/06	3/10/06 6/5/06 7/13/06		TO ATKN - 7/13/06
23	TCE ISSUES AT 20TH STREET: BLOCK WALL	EWFA		-\$2,354.00 \$20,000.00 \$20,000.00	-0.01%	\$747,563.67	\$ 2,578,950.33	3/29/06	4/3/06	4/11/06	4/3/06	6/21/06	3/29/06	4/3/06	4/20/06	Approved & Implemented
				\$20,000.00	0.06%	\$767,563.67	\$ 2,558,950.33		4/19/06	<< Approved Copies						

(Updated: 10/26/2006)

CONTRACT No. 05-005

CCO NO.	DESCRIPTION	PAY MTD	TIME EXT.	CCO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN.	CONTRACTOR TO FROM	CT/HWA Concurrence TO FROM	SANBAG Approval TO FROM	DATE APPROVED	STATUS/REMARKS
(S) = With Supplemental \$													
24	MODIFICATIONS TO SSSD @ BASELINE; ADD'L RSP, HEADWALL & 600mm AP	EWFA		\$30,000.00				6/1/06	6/6/06 6/26/06	6/21/06 6/21/06	6/4/06 6/14/06	6/28/06	Approved & Implemented
25	STATE STREET ADDTL SLOPE PAVING	ITEM		\$30,000.00	0.09%	\$797,563.67	\$ 2,528,950.33		<< Approved Copies				
				\$43,050.00				5/11/06	6/23/06 n/a	5/19/06 6/21/06	6/4/06 6/23/06	7/12/06	Approved & Implemented
26	MODIFICATIONS TO TIEBACK RETAINING WALL @ "L" LINE	EWSL		\$43,050.00	0.13%	\$840,613.67	\$ 2,485,900.33	n/a	<< Approved Copies				To Adm, CT 9/15/06
27	SSSD MODIFICATIONS; INCREASE IN SIZE OF THE NO.3 CATCH BASINS	ACLS		\$9,047.00	0.03%	\$849,660.67	\$ 2,476,853.33		<< Approved Copies				
27 S1	SSSD MODIFICATIONS ON STATE ST BETWEEN HIGHLAND AND ADAMS	ITEM EWFA		\$36,750.00				10/16/06	10/16/06 10/23/06	10/16/06 << Approved Copies	10/16/06 10/19/06	10/19/06	Approved & Implemented
28	DELETE SCHEDULE B, WORK MOVE TO MAINLINE PROJECT	ITEM ACLS		\$0.00	0.00%	\$886,410.67	\$ 2,440,103.33		<< Approved Copies				IN PROCESS
29	ADDITIONAL U-BARS ON HIGHLAND WINGWALL PILES	EWSL		\$8,500.00				9/29/06	<< Approved Copies	10/2/06	9/29/06	10/5/06	Approved & Implemented... Still needs ATKNS Signature
30				\$8,500.00	0.03%	\$894,910.67	\$ 2,431,603.33		<< Approved Copies				
				\$0.00	0.00%	\$894,910.67	\$ 2,431,603.33		<< Approved Copies				
ITEM & CCO BALANCE: OVERRUN(-)/UNDERRUN(+)													
TOTAL TO DATE >>>>>>						\$894,910.67	\$ 1,964,668.82	<<< Balance Inclusive of Item & CCO Overrun					
								Total Approved CCO>>>					
								Approved CCO>>>					
								\$0.00					

## NOTES

SUMMARY OF OVERRUNS FOR ACTIVE ITEMS & CCO WORK						
ITEM NO.	\$ Overrun		CCO NO.	\$ Overrun		Total Overrun
		\$ Balance			\$ Balance	
8			1			As of Est. 20 (9/20/06)
18			2			
20			3			
29			4			
30			5			
42			6			
66			7			
71			8,851			
140			10			
			11			
			18			

*(For use towards the job completion)*

**San Bernardino Associated Governments**  
**CONTRACT CHANGE ORDER and CONTINGENCY BALANCE LOG**  
**I-10 Median Mixed-Flow Lane Addition**  
**Contract No. 06-001**

(Updated: 10/25/2006)

CCO NO.	DESCRIPTION	PAY MTD	TIME EXT.	CCO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN.	CONTRACTOR		CT		SANBAG Approval		DATE APPROVED	STATUS/REMARKS
									TO	FROM	TO	FROM	TO	FROM		
*CONTINGENCY & SUPPLEMENTAL WORK BUDGET >>>																
\$3,619,846.00							Contract Bid Amount >>									
1	MAINTAIN ROADWAY AND TRAFFIC CONTROL ...	EWFA	0	\$35,000.00				11/09/05	11/10/05	11/28/05	11/10/05	12/02/05	12/07/05	01/18/06	01/18/06	Approved & Implemented
1S1	RESTRIPE I-10 EB (1-FT SHIF) - MAINTAIN ROADWAY/TRAFFIC		0	\$35,000.00	0.05%	\$35,000.00	\$ 3,584,846.00			<< Approved Copies						
				\$33,600.00		09/28/06	09/28/06	10/17/06	10/19/06							
2	TRAINING	ACUP	0	\$33,600.00	0.05%	\$33,600.00	\$ 3,551,246.00			<< Approved Copies						
				\$8,800.00		11/10/05	12/29/05	11/10/05	12/02/05	12/07/05	01/18/06	01/18/06	Approved & Implemented			
3	MAINTAIN EXISTING ELECTRICAL SYSTEMS	EWFA	0	\$8,800.00	0.02%	\$13,800.00	\$ 3,576,046.00			<< Approved Copies						
				\$10,000.00		11/10/05	11/10/05	12/02/05	12/07/05	01/18/06	01/18/06	Approved & Implemented				
3S1	ADDITIONAL FUNDS	EWFA	0	\$10,000.00	0.02%	\$53,800.00	\$ 3,566,046.00			<< Approved Copies						
				\$20,000.00		05/18/06	05/18/06	05/15/06	05/18/06	05/23/06	05/23/06	Approved & Implemented				
4	MAINTAIN EXISTING IRRIGATION SYSTEMS	EWFA	0	\$20,000.00	0.05%	\$73,800.00	\$ 3,516,046.00			<< Approved Copies						
				\$30,000.00		11/10/05	11/10/05	12/02/05	12/07/05	01/18/06	01/18/06	Approved & Implemented				
4S1	ADDITIONAL FUNDS	EWFA	0	\$30,000.00	0.07%	\$103,800.00	\$ 3,516,046.00			<< Approved Copies						
				\$30,000.00		05/18/06	05/18/06	05/30/06	05/18/06	05/23/06	05/23/06	Approved & Implemented				
5	GRAFFITI REMOVAL	EWFA	0	\$30,000.00	0.07%	\$133,800.00	\$ 3,486,046.00									
				\$10,000.00		11/10/05	11/10/05	12/02/05	12/07/05	01/18/06	01/18/06	Approved & Implemented				
6	REVISED CL PROFILE	EWFA	0	\$10,000.00	0.02%	\$143,800.00	\$ 3,476,046.00			<< Approved Copies						
				\$10,000.00		02/13/06	02/13/06	02/20/06	03/01/06	04/04/06	04/04/06	Approved & Implemented				
7	ADDITIONAL ABESTOS ABATEMENT (8 BRIDGES)	EWFA	0	\$10,000.00	0.02%	\$153,800.00	\$ 3,466,046.00			<< Approved Copies						
				\$12,000.00		11/21/05	11/21/05	12/01/05	02/16/06	03/01/06	03/01/06	Approved & Implemented				
8	ENCROACHMENT PERMIT FEE	EWLS	0	\$12,000.00	0.03%	\$165,800.00	\$ 3,454,046.00			<< Approved Copies						
				\$5,350.00		12/02/05	12/02/05	04/04/06	02/16/06	03/01/06	03/01/06	Approved & Implemented				
9	LOW EXPANSION MATERIALS	ACLS	0	\$5,350.00	0.01%	\$171,150.00	\$ 3,418,696.00			<< Approved Copies						
				\$85,093.00		01/10/06	01/10/06	01/10/06	02/16/06	03/01/06	03/01/06	Approved & Implemented				
10	SALVAGE BRIDGE RAILING (2000 LF)	ACLS	0	-\$85,093.00	-0.20%	\$86,057.00	\$ 3,533,789.00			<< Approved Copies						PENDING cost proposal by ATKIN
				\$0.00								PENDING final cost negotiation				
11	SALVAGE MBGR (including THRIE BEAM)	ACLS	0	\$0.00	0.00%	\$86,057.00	\$ 3,533,789.00			<< Approved Copies						
12	SWPPP MAINTENANCE SHARING	EWFA	0	\$33,300.00	0.08%	\$119,357.00	\$ 3,500,489.00	01/10/06	01/10/06	01/19/06	01/10/06	04/04/06	02/16/06	03/01/06	03/01/06	Approved & Implemented
13	ELECTRICAL CHANGES BY CALTRANS	ACLS		\$6,323.10	0.02%	\$125,680.10	\$ 3,494,165.90	10/23/06	10/24/06	<< Approved Copies						PENDING cost proposal by ATKIN & final cost negotiation

**San Bernardino Associated Governments**

**CONTRACT CHANGE ORDER and CONTINGENCY BALANCE LOG**

(Updated: 10/25/2006)

**I-10 Median Mixed-Flow Lane Addition**

**Contract No. 06-001**

CCO NO.	DESCRIPTION	PAY MTD	TIME EXT.	CCO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN	CONTRACTOR TO FROM	CT TO FROM	SANBAG Approval TO FROM	DATE APPROVED	STATUS/REMARKS
14	ADDITIONAL CONCRETE REMOVAL - DSC	EWLS	0	\$7,630.00				06/23/06	06/23/06	06/23/06	07/14/06	07/14/06	Approved & Implemented
15	ELECTRICAL & WATER METER SERVICE INSTALLATION & PERMIT FEES	ACLS	0	\$20,336.00	0.02%	\$133,310.10	\$ 3,486,535.90	04/19/06	04/16/06	04/16/06	05/04/06	05/04/06	Approved & Implemented
16	PIER WALL - TEMPORARY BRACING	ACLS	0	\$30,625.00	0.07%	\$163,935.10	\$ 3,455,910.90	04/14/06	04/14/06	04/14/06	05/04/06	05/04/06	Approved & Implemented
17	CITRUS ABUT FOOTING	ACLS	0	\$5,316.00	0.01%	\$169,251.10	\$ 3,450,594.90	05/11/06	05/11/06	05/11/06	05/23/06	05/23/06	Approved & Implemented
18	ANDERSON DRILLING - DIFFERING SITE CONDITIONS	ACLS	0	\$9,882.00	0.02%	\$179,133.10	\$ 3,440,712.90						CLOSED at NO COS
19	CHURCH ST UC - FALSEWORK CHANGES	ACLS	0	\$4,000.00	0.00%	\$179,133.10	\$ 3,440,712.90	04/14/06	04/14/06	04/14/06	05/04/06	05/04/06	Approved & Implemented
20	"REVISED" STAGE 3 - TRAFFIC HANDLING PLANS	No Cost	0	\$0.00		\$183,133.10	\$ 3,436,712.90	09/20/06	09/20/06	09/20/06	10/02/06	10/02/06	Approved & Implemented
21	TEMPORARY SUPPORTS DELETION (NO COST Change)	ACLS	0	\$25,437.00	0.00%	\$183,133.10	\$ 3,436,712.90						PENDING approval of CCO #20 - Revise Stage 3 THP
22	SUPPLEMENTAL LANDSCAPE MAINTENANCE (PE)	EWUP	0	\$25,830.00		\$157,696.10	\$ 3,462,149.90	06/29/06	07/31/06	08/03/06	08/04/06	10/24/06	Approved & Implemented
23	MISCELLANEOUS STRUCTURAL FIELD CHANGES	EWFA	0	\$25,830.00	0.06%	\$183,526.10	\$ 3,436,319.90	08/10/06	08/10/06	08/21/06	08/10/06	09/04/06	Approved & Implemented
24	CHANGE TO #19 REBAR COUPLER FROM #16 REBARS AT CLOSURE POURS	ACLS	0	\$10,000.00		\$193,526.10	\$ 3,426,319.90						
25	MISC. APPROACH SLAB & PCC PAVING FIELD CHANGES	EWFA	0	\$5,001.00	0.01%	\$198,527.10	\$ 3,421,318.90						
26	CONFINED SPACE ENTRY - LOOKOUT PERSON	EWFA	0	\$5,001.00	0.01%	\$203,528.10	\$ 3,416,317.90	10/23/06	10/24/06				Pending Approval
27	SUBSTITUTE 75% min BUTT WELDS WITH MECHANICAL SERVICE SPICES	ACLS	0	\$10,000.00	0.02%	\$213,528.10	\$ 3,406,317.90	10/23/06	10/24/06				
28	JITT FOR PCC PAVING (50% shared cost excludes mark-ups)	EWFA	0	\$0.00	0.00%	\$213,528.10	\$ 3,406,317.90						
			0	\$2,500.00		\$216,028.10	\$ 3,403,817.90						
			0	\$2,500.00		\$216,028.10	\$ 3,403,817.90						
			0	\$0.00									



Contract No. 06-001

**NOTES:**  
\* Includes Supplemental Funds & SANBAG Furnished Materials



EA: 08-1A2814, 08-1A2818L  
 SANBAG CONT. NO.: 06-065  
 RTE.: 08-SBD-210-10.3/ 13.4  
 STIP: 6053(070)

SR 210 HWY PLANTING Seg 4  
 CHANGE ORDER and CONTINGENCY BALANCE LOG

CCO NO.	DESCRIPTION	PAY METHOD	TIME EXT.	CCO AMOUNT	TO DATE AMOUNT	CONTINGENCY BALANCE	RE SIGN.	CONTRACTOR TO FROM	SANBAG (Appr.) TO FROM	SANBAG (Trans.) TO FROM	DATE APPR.	STATUS/REMARKS
*CONTINGENCY BUDGET \$ 338,690.54												
1	CONSTRUCTION AREA SIGNS	NCNC	0	\$ -	\$ -	\$ 338,690.54	7/26/2006	7/27/2006	10/5/2006	10/5/2006	10/5/2006	CCO APPROVED
	Approved Copies to:											
2	ADDITIONAL WATER DEVELOPMENT FEES	APLS	0	\$ 4,215.00	\$ 4,215.00	\$ 334,475.54	10/16/2006	10/19/2006				CCO IN PROCESS
	Approved Copies to:											
3				\$ -	\$ 4,215.00	\$ 334,475.54						
	Approved Copies to:											
4				\$ -	\$ 4,215.00	\$ 334,475.54						
	Approved Copies to:											
5				\$ -	\$ 4,215.00	\$ 334,475.54						
	Approved Copies to:											
6				\$ -	\$ 4,215.00	\$ 334,475.54						
	Approved Copies to:											
7				\$ -	\$ 4,215.00	\$ 334,475.54						
	Approved Copies to:											
8				\$ -	\$ 4,215.00	\$ 334,475.54						
	Approved Copies to:											
9				\$ -	\$ 4,215.00	\$ 334,475.54						
	Approved Copies to:											
10				\$ -	\$ 4,215.00	\$ 334,475.54						
	Approved Copies to:											
ITEM OVERRUN**												
TOTAL TO DATE >>>>>>>							0	\$ 4,215.00	\$ 4,215.00			

NOTES: \* Includes Supplemental Funds & SANBAG Furnished Materials

ITEM No.	\$ Overrun	\$ Balance
	\$ -	\$ -
	\$ -	\$ -
	\$ -	\$ -
	\$ -	\$ -

**This page left blank.**

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 5

**Date:** November 9, 2006

**Subject:** Amendment No 1 to Contract No. 05-036 for Highway Landscaping of SR 71 to Belaire-West Landscaping, Inc.

**Recommendation:\***

1. Approve Amendment No. 1 to Contract No. 05-036 to Belaire-West Landscaping, Inc. for Highway Landscaping of SR 71 in the amount of \$88,275, and
2. Amend the SANBAG 2006/2007 Budget increasing expenditures and revenues in Task Number 81807000 in the amount of \$88,275 as detailed in the Financial Impact Section. Funding sources is Measure I Valley Major Projects.

**Background:** This is an amendment to an existing construction contract. In March 2005 the SANBAG Board approved a contract with Belaire-West Landscaping, Inc. for completion of the SR 71 Landscape project. Belaire West was the successful low bidder on this landscape project following SANBAG terminating control of Reyco Erosion Control poor performance and breach of contract. A notice to proceed was issued to Belaire-West Landscaping, Inc. on March 30, 2005 and following substantial completion of landscaping and irrigation system repair, they were placed on the required one year plant establishment (PE) period on October 6, 2005. Based on the date of entering the one year PE phase, Belaire would have completed the contract on October 6, 2006.

In early summer of this year, while Belaire-West Landscaping, Inc. was in the PE period, which continued to involve replacing plants that had died, continuing hand seeding of Fescue, and replacing an occasional broken sprinkler, the project experienced another major problem when the sprinkler heads throughout the project were being "blown" out of their housing. Initially thoughts were that the contractor had received defective sprinkler heads or heads that were not to specifications. After continued research into the problem, SANBAG learned that

*Approved*  
*Major Projects Committee*

*Date: November 9, 2006*

*Moved: Second:*

*In Favor:      Opposed:      Abstained:*

*Witnessed: \_\_\_\_\_*

in Spring 2006, the city of Chino Hills requested the Inland Empire Utility Agency, the operator the local wastewater treatment plant, to increase the water pressure from the plant to address lack of pressure issues in Chino Hills. The SR 71 irrigation connections were the first points of connection out of the wastewater treatment facility and because of this proximity the water pressure at the sprinkler head exceed 120 pounds/square inch (PSI). The specifications for the sprinkler heads called for water pressure in the 40-75 PSI range with an absolute maximum of 100 PSI for some of the larger heads. An unintended consequence of the city's request was delivering pressure to the 71 irrigation system that system was not designed to withstand.

Complicating the irrigation issue identified above the Inland Empire region encountered one of earliest, hottest, and lengthy heat waves in the last 50 years. Due to these unusual conditions and an irrigation system that was not functioning correctly, SANBAG staff directed the contractor to discontinue replacing plants and the seeding of the Fescue grass until pressure issues associated with the irrigation system could be resolved. Commencing with the identification of the water pressure problem to the point where pressure reduction devices were placed, the period of time the contractor was in plant establishment but was prevented from irrigating and maintaining the project was three months.

The amendment to this contract includes funding for the materials and labor associated with the installation of the pressure reduction devices at either the points of connection with the City water line or at individual sprinkler heads as well as funding for three additional months of Plant Establishment. The total amount of the amendment is \$88,275 with the water pressure resolutions accounting for \$41,425 and additional PE at \$46,850.

On a positive note, Caltrans has agreed to accept the project as complete on an interchange by interchange basis rather than as a full corridor project. This will allow SANBAG to relieve the contractor's force at individual interchanges and turn those over to Caltrans and then refocus the available resources to areas of the project not yet completed.

*Financial Impact:* An amendment of the SANBAG 2006/07 Budget task number 81807000 (Rt. 71 Landscape Design and Construction) is required to fund this amendment. The budget amendment action is as follows: increase expenditures from task 81807000 in the amount of \$88,275 funding source is Measure I Valley Major Projects fund balance.

*Reviewed By:* This item will be reviewed by the Major Projects Committee on November 9, 2006.

*Responsible Staff:* Darren Kettle, Director of Freeway Construction

**SANBAG Contract No. 05-036-01**

by and between

San Bernardino County Transportation Authority

and

BELAIRE-WEST LANDSCAPING, Inc.

for

Construction of Route 71 Highway Planting

**FOR ACCOUNTING PURPOSES ONLY**

<input checked="" type="checkbox"/> Payable	Vendor Contract # _____	Retention: <input checked="" type="checkbox"/> Yes 10 % <input type="checkbox"/> No	<input type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____		<input checked="" type="checkbox"/> Amendment

Notes:

Original Contract:	\$ <u>567,400.66</u>	Previous Amendments Total:	\$ <u>0</u>
		Previous Amendments Contingency Total:	\$ <u>0</u>
Contingency Amount:	\$ <u>122,740.06</u>	Current Amendment:	\$ <u>88,275.00</u>
		Current Amendment Contingency:	\$ <u>0</u>

Contingency Amount requires specific authorization by Task Manager prior to release.

**Contract TOTAL → \$ 778,415.72**

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
81807	5554	MIVMP	_____	\$ <u>88,275</u>
			_____	\$ <u>0</u>
			_____	\$ <u>0</u>
			_____	\$ <u>0</u>

Original Board Approved Contract Date:	<u>03/02/05</u>	Contract Start:	<u>N/A</u>	Contract End:	<u>N/A</u>
New Amend. Approval (Board) Date:	<u>12/06/06</u>	Amend. Start:	<u>12/06/06</u>	Amend. End:	<u>N/A</u>

**If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**

Approved Budget Authority →	Fiscal Year: <u>06/07</u> \$ <u>88,275</u>	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ <u>0</u>
-----------------------------	---	--	-------------

Is this consistent with the adopted budget? ☐ Yes ☒ No  
 If yes, which Task includes budget authority?  
 If no, has the budget amendment been submitted? ☒ Yes ☐ No

**CONTRACT MANAGEMENT**

**Please mark an "X" next to all that apply:**

☐ Intergovernmental ☒ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☐ No ☒ Yes 18.75%

Task Manager: <b>Darren Kettle</b>	Contract Manager: <b>Chuck Wisdom</b>
------------------------------------	---------------------------------------

	<u>11-3-06</u>		
Task Manager Signature	Date	Contract Manager Signature	Date

Chief Financial Officer Signature \_\_\_\_\_ Date \_\_\_\_\_

Filename: a0503601

**AUTHORITY CONTRACT NO. 05-036-01**

**AMENDMENT NO. 1**

**AGREEMENT BY AND BETWEEN**

**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**

**AND**

**BELAIRE-WEST LANDSCAPING, INC.**

This AMENDMENT No. 1 to San Bernardino County Transportation Authority Contract No. 05-036 (hereafter called CONTRACT) entered into this 6th day of December, 2006 by and between Belaire-West Landscaping, Inc. (hereafter called CONTRACTOR) and the San Bernardino County Transportation Authority (hereafter called AUTHORITY):

WITNESSETH,

WHEREAS, AUTHORITY, under AUTHORITY Contract No. 05-036, has contracted with CONTRACTOR to construct State Highway 71 Highway Planting Improvements (hereafter called PROJECT); and

WHEREAS, the parties desire to amend the CONTRACT to revise contract amount in order to account for circumstances and conditions encountered on the PROJECT; and,

WHEREAS, increased water pressure has delayed the CONTRACTOR in the execution of the PROJECT; and,

WHEREAS, mitigation of said effects will require additional improvements and compensation for the CONTRACTOR; and,

WHEREAS, additional compensation has been agreed to by AUTHORITY and CONTRACTOR.

NOW THEREFORE, the parties hereto do mutually agree to amend Contract No. 05-036 as follows:

- 1) The total CONTRACT amount shall be increased by \$41,425 to fund the installation of three items.
  - (a) Item 1: CONTRACTOR shall install pressure relief valves at three locations as needed to mitigate increased water pressure from the water supplier. Total payment for all three these valves shall be at an agreed to lump sum price of \$12,657.

- (b) Item 2: CONTRATOR shall replace sprinkler heads damaged due to increased water pressure. Payment to CONTRACTOR will be on a unit cost basis and CONTRACTOR shall be paid \$XXX for each sprinkler head that is replaced. Total estimated cost is XXX units at \$XXX, or \$16,200 total.
- (c) Item 3: CONTRACTOR shall install pressure regulating dials on sprinkler control valves as needed to control pressure and mitigate effects of increased water pressure to individual valve groups. Payment to CONTRACTOR will be on a unit cost basis and CONTRACTOR shall be paid \$50.27 for each dial type pressure regulator installed. Total estimated cost is 250 units at \$50.27, or \$12,568 total.
- 2) The contract plant establishment (PE) period shall be extended for an additional 90 calendar days beyond the duration stated in the PROJECT special provisions. It is agreed that the total PROJECT contract amount shall be increased by \$46,850 to account for the extended plant establishment period. The unit price as originally bid for the PROJECT shall be applied to the 90 day PE extension. If, during the 90 day extension, Caltrans accepts portions of the PROJECT, then the unit rate for the PROJECT shall be reduced by a proportional amount.
- The proportional share of cost will be determined on a per-interchange basis. The PE cost of a single interchange will be calculated by dividing the number of interchanges into the total unit rate of PE for the PROJECT. It is agreed that the cost of maintaining the *total* PROJECT in PE for one day shall be \$525.67, and the cost of maintaining one interchange in PE for one day shall be \$86.76.
- 3) Approval of this CONTRACT Amendment constitutes full settlement for all work included in this Amendment including, but not limited to, direct and indirect costs associated with claims of delay, total impact, disruption, acceleration, home office overhead, loss of efficiency/productivity, bonds, insurance premiums, and interest.
- 4) Except as amended by this Amendment, all other provisions of the CONTRACT and any approved amendments shall remain in full force and effect.

IN WITNESS THEREOF, the authorized parties have below signed:

BELAIRE-WEST, INC.

By: \_\_\_\_\_

Date: \_\_\_\_\_

SANBERNARDINO COUNTY  
TRANSPORTATION AUTHORITY

By: \_\_\_\_\_  
Dennis Hansberger  
President, Board of Directors

Date: \_\_\_\_\_

Approved As To Form:

By: \_\_\_\_\_  
Jean-Rene Basle  
AUTHORITY Counsel

Date: \_\_\_\_\_



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 6

**Date:** November 9, 2006

**Subject:** Amendment No. 4 to Purchase order No. 0432 to P&D Consultants for construction management services for the State Route 71 Landscape Project.

**Recommendation:\*** 1. Approve Amendment No. 4 to Purchase Order No. 0432 with P&D Consultants increasing the amount by \$45,000 to provide Construction Management Services for Route 71 Landscaping completion project, and  
2. Amend the SANBAG 2006/2007 Budget increasing expenditures and revenues in Task Number 81807000 in the amount of \$88,275 as detailed in the Financial Impact Section. Funding sources is Measure I Valley Major Projects. TN81807000

**Background:** In June of 2000, the SANBAG Board approved a Cooperative Agreement with the City of Chino Hills to function as the Construction Manager for the SR 71 Landscape Project. The City of Chino Hills opted to hire an outside construction management firm, P&D Consultants, to be responsible for day to day oversight of the project.

The Route 71 Landscape project has encountered a number of obstacles and extended far longer than all parties involved anticipated with SANBAG having to terminate the first landscape contractor on the project. The Cooperative Agreement and subsequent amendments for Chino Hills' role as Construction Manager ran their course. Subsequently, a second landscape contractor was brought in to complete the project. In order to maintain continuity on the project SANBAG exercised the Executive Director's authority to issue a Purchase Order

*Approved*  
*Major Projects Committee*

*Date: November 9, 2006*

*Moved: Second:*

*In Favor: Opposed: Abstained:*

*Witnessed: \_\_\_\_\_*

with P&D Consultants. The SANBAG Board approved amendment No. 3 in July of this year to supplement the Purchase Order to provide continued construction management oversight.

The agenda item immediately prior to this item amends the construction contract with the landscape contractor for this project to address an irrigation system problem that arose in the Spring and Summer of this year and provides for additional funding for three additional months of plant establishment.

Additionally, litigation with the first Rt. 71 landscape contractor is moving ahead as SANBAG tries to recover costs to complete the project. These additional requested funds will provide support by the construction manager to the legal team as they prepare for trial.

Staff now recommends increasing the PO in the amount of \$45,000 to fund additional costs as the landscape contractor completes the "plant-establishment" period of the contract and to provide litigation support. The new not to exceed amount for PO 0432 is \$200,000.

*Financial Impact:* This item is consistent with the SANBAG 2006/07 Budget. Funding source is Measure I Valley Major Projects. TN 81807000

*Reviewed By:* This will be reviewed by the Major Projects Committee on November 9, 2006.

*Responsible Staff:* Darren M. Kettle, Director of Freeway Construction

## Amendment No. 4 to P.O. 0432 PURCHASE ORDER REQUEST

**NOTE:** Do not use a purchase order for construction projects, roadwork, purchase or lease of real property, and employment contracts.

**Short Description of PO** to be included in monthly procurement report.  
(Required) Use up to a maximum of 27 characters to provide a short description.

Landscape Const. Svcs. Rt.71

VENDOR: P&D ConsultantsVendor ID PDCIADDRESS: 999 Town and Country Road4<sup>th</sup> FloorOrange, CA 92368PHONE: 714-835-4447

PO End Date (required): \_\_\_\_\_

PO # (if released for RFP/RFQ): \_\_\_\_\_

Item Description	Order Quantity	Task #	Cost Code	Amount
Landscape Inspection Rt. 71		81807000	5553	\$ 45,000
				\$
				\$
				\$
				\$
				\$
Shipping/Handling				\$
<b>TOTAL</b>				<b>\$ 45,000</b>

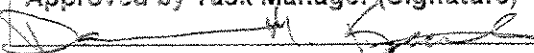
Attach any special instructions that are to be noted on the purchase order.

Please answer the following questions regarding the selection process:

Was the County Pre-Approved Vendor List used? ☒ No ☐ Yes

Was an informal competitive bid process done? ☐ No ☐ Yes -- complete Informal Bid Process Form (Page 2).

Is this a sole source purchase order? ☐ No ☒ Yes - If so, why? Amendment to existing P.O.

Requested By: Darren Kettle	Date 11/3/06
P.O. Manager's Signature	Date
Approved by Task Manager (Signature)	
 <span style="float: right;">11-3-06</span>	

Filename: O:\PO06pdc14-dmk.doc

**This page left blank.**

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 7

**Date:** November 9, 2006

**Subject:** Amendment No. 1 to Contract No. 03-014 with David Evans Associates for construction staking on Route 210 East and I-10 projects.

**Recommendation:\*** Approve Amendment No. 1 to Contract No. 03-014 with David Evans and Associates for construction staking on Route 210 East and I-10 projects increasing the contract amount by \$1,504,239. The new total contract amount is \$7,286,300. TN 82407000 and TN 86007000

**Background:** This is an amendment to an existing contract. In September 2002, the SANBAG Board approved contract 03-014 with David Evans and Associates to perform construction staking and survey support for four large SANBAG construction contracts. These include Route 210, the I-10 Truck Climbing Lane, the I-10 mixed flow lane from Orange to Ford, and the I-10/Live Oak interchange project. The total amount of the contract was \$5,782,061.

Circumstances encountered on several SANBAG projects have resulted in the need for DEA to perform additional work beyond that of the original contract scope. In some instances the amount of work necessary for the project, while a part of the contract scope, was much greater than what was originally assumed and in other cases additional work necessary to keep the project advancing in an efficient manner. In either case, the work was unanticipated and required a greater level of effort or was beyond the original scope of work.

This contract was initiated just prior to the expiration of a previous contract that covered the staking and surveying of various segments of the State Route 210 projects. The previous contract expired just as the freeway opened to traffic through the cities of Upland, Rancho Cucamonga, and Fontana. At the time of the opening, it was understood that some survey work remained for the opened portion of freeway,

\*

*Approved*  
*Major Projects Committee*

*Date: November 9, 2006*

*Moved: Second:*

*In Favor:      Opposed:      Abstained:*

*Witnessed: \_\_\_\_\_*

but the extent of work was unclear and thought to be relatively limited. With that, the previous contract was allowed to expire and it was decided to simply cover any remaining costs under the new contract since it also related to the SR-210 project.

The work on the opened portion of SR-210 generally fell into to the following categories:

- 1) Earthwork and drainage revisions were necessary to mitigate erosion on sloped areas and other graded areas. Throughout segments 1 - 4, additional work was needed to stabilize slopes and redirect water away from the tops of those slopes. This work included new drainage systems and the grading of new ditches to control flows. DEA provided survey support for these efforts, and their work included gathering existing topographic data for the designers, staking the new revisions, and verifying grades once improvements were in place. Approximately \$ 242,271
- 2) A historic property known as the Goerlitz house required many improvements as conditions of the environmental approval of the freeway project. Some improvements were performed well after the freeway opened. DEA provided survey support for these improvements. Approximately \$ 25,000
- 3) Records of Survey – survey monument preservation and replacement created a large amount of work that was originally assumed to be relatively modest. State law requires that survey monuments be perpetuated whenever there is a chance they will be disturbed or destroyed. As monuments are relocated, a record map must be filed with the county surveyor so that others know that the monument has been moved or modified. In the case of the 210 project, not only did the disturbed monuments have to be recorded, but the entire right of way was monumented and recorded. The effort was time consuming but ultimately provided valuable information and was also beyond the original scope of work for this consultant. Approximately \$ 323,253

Other Items of Extra Work – SR 210 Segments 9-11 and I-10

- 1) The SR-210 segment 9-11 'project' consists of a series of smaller projects that must be carefully coordinated in order to ensure that each contractor completes their work and is paid fairly for their work. With overlapping segments, controlling the earthwork (i.e., tracking which dirt is taken where and by whom) is challenging. Aerial topographic surveys were utilized to compare before and after conditions as contractors transition between work areas. These aeriels are valuable tools in determining quantities of dirt moved and are the most effective and efficient means of accomplishing the task. Approximately \$ 159,250
- 2) As-built and existing grades – One of the challenging aspects of freeway widening projects is matching the new improvements to the existing grades and conditions in the field. During the engineering phase, designers take measurements

and fit their designs to those measurements. However, it is not practical to gather every needed bit of data from the field and it is typical for designers to use information gathered from as-built information or other non-measured information. Doing so does not yield perfect information and many times adjustments are made during construction. The I-10 widening projects have undergone several revisions that required extensive surveying to detail existing conditions and then adjust the design accordingly. Approximately \$ 206,759

3) Extra work for added construction items – DEA has been asked to provide survey support for other project activities (e.g., survey data for condemnation cases, survey for clearances between improvements, etc). These items are important but can also be difficult to estimate at the beginning of the contract. Areas along and adjacent to the SR-210 project have undergone extensive changes since the project was designed. Approximately \$ 267,725

4) Restaking charges are generally defined as the costs associated with placing construction stakes more than one time for a given location or use. Survey stakes are typically set several days before work is to occur. Sometimes, stakes are accidentally moved or destroyed before they are used and require replacement. In some instances the stakes are destroyed by the contractor and in others they are destroyed due to circumstances beyond the contractor's control (foul weather, vandalism, other contractors, etc.). In situations where the contractor is responsible for the damage, the contractor is back charged for the cost of restaking. In most other circumstances SANBAG is responsible for restaking charges. Approximately \$200,187

5) Record of Survey – This is very similar to the above discussion. Survey monument preservation and replacement created a large amount of work that was originally assumed to be relatively modest. Circumstances on the I-10 Truck Climbing Lane project were similar to those on the SR-210 project in that additional monuments were required throughout the project. Approximately \$79,793

**Financial Impact:** This action was anticipated during the development of the 2006/07 Budget. The amendment increases the contract by \$1,504,239 for a new not to exceed contract total of \$7,286,300. Funding source is Measure I Valley Major Projects Funds. TN 82407000 and TN 86007000

**Reviewed By:** This item will be reviewed by the Major Projects Committee on November 9, 2006.

**Responsible Staff:** Darren Kettle, Director of Freeway Construction

**SANBAG Contract No. 03-014-01**

by and between

San Bernardino County Transportation Authority

and

David Evans & Associates, Inc.

for

Construction Surveying on SR 210 Segments 9-11 & I-10 Widenings

FOR ACCOUNTING PURPOSES ONLY				
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input type="checkbox"/> No	<input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment	
Notes:				
Original Contract:      \$ <u>5,782,061</u>		Previous Amendments Total:      \$ <u>0</u>		
Contingency Amount:      \$ <u>0</u>		Previous Amendments Contingency Total:      \$ <u>0</u>		
		Current Amendment:      \$ <u>1,504,239</u>		
		Current Amendment Contingency:      \$ <u>0</u>		
Contingency Amount requires specific authorization by Task Manager prior to release.				
<b>Contract TOTAL →</b>				<b>\$ <u>7,286,300</u></b>
↓ Please include funding allocation for the original contract or the amendment.				
Task	Cost Code	Funding Sources	Grant ID	Amounts
<u>82407</u>	<u>5553</u>	<u>MIVMP</u>	_____	\$ <u>640,000</u>
<u>86007</u>	<u>5553</u>	<u>MIVMP</u>	_____	\$ <u>266,000</u>
<u>82408</u>	<u>5553</u>	<u>MIVMP</u>	_____	\$ <u>260,000</u>
<u>86008</u>	<u>5553</u>	<u>MIVMP</u>	_____	\$ <u>338,239</u>
Original Board Approved Contract Date: <u>9/4/02</u> Contract Start: <u>9/04/02</u> Contract End: <u>9/04/08</u>				
New Amend. Approval (Board) Date: <u>12/06/06</u> Amend. Start: <u>12/06/06</u> Amend. End: <u>9/04/08</u>				
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: <u>06/07</u> \$ <u>1,000,000</u>	Future Fiscal Year(s) – Unbudgeted Obligation →		\$ <u>504,239</u>
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If yes, which Task includes budget authority? <u>82407</u>				
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input type="checkbox"/> Intergovernmental	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Non-Local	<input type="checkbox"/> Local	<input type="checkbox"/> Partly Local
Disadvantaged Business Enterprise: <input type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: <u>Darren Kettle</u>			Contract Manager: <u>Tom Esswein</u>	

      11-2-06  
Task Manager Signature      Date

\_\_\_\_\_  
Contract Manager Signature      Date

\_\_\_\_\_  
Chief Financial Officer Signature      Date

Filename: a0301401css

Form 28 06/06



**SANBAG CONTRACT NO. 03-014-01**

**AMENDMENT NO. 1**

**AGREEMENT BETWEEN**

**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**

**AND**

**DAVID EVANS & ASSOCIATES, INC.**

This AMENDMENT No. 1 to SANBAG Contract No.03-014 entered into as of this 6<sup>th</sup> day of December, 2006 by the firm of DAVID EVANS & ASSOCIATES Corporation (hereafter called CONSULTANT) and the San Bernardino Associated Governments/San Bernardino County Transportation Authority (hereafter called AUTHORITY):

WITNESSETH

WHEREAS, AUTHORITY, under AUTHORITY Contract 03-014, has engaged the services of CONSULTANT to provide Construction Staking and surveying State Route 210 Segments 9-11 and various I-10 projects.

WHEREAS, the parties desire to amend the aforesaid contract to increase the contract not to exceed amount and scope of work with this amendment;

NOW THEREFORE, the parties hereto do mutually agree to amend Contract No. 03-014, as follows:

1. The not-to-exceed amount of the contract shall be increased by \$1,504,239. The overall total contract not-to-exceed amount shall be increased to \$7,286,300.00.
2. The scope of work shall be increased as described in Attachment A of this Amendment.
3. Except as amended by this amendment, all other provisions of Contract No. 03-014 remain in full force and effect.

IN WITNESS THEREOF, the authorized parties have below signed:

DAVID EVANS & ASSOCIATES, INC.

San Bernardino Associated Governments/  
San Bernardino County Transportation  
Authority

By: \_\_\_\_\_  
Cliff Simental, Senior Vice President

By: \_\_\_\_\_  
Dennis Hansberger, President  
SANBAG Board of Directors

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Jean Rene-Basle  
SANBAG Counsel

Date: \_\_\_\_\_

## ATTACHMENT A

Contract Amendment No. 1  
*SANBAG Contract No. 03-014*  
*Construction Survey Services*

Circumstances encountered on several SANBAG projects have resulted in the need for DEA to perform additional work beyond that of the original contract scope. In some instances the amount of work necessary for the project, while a part of the contract scope, was much greater than what was originally assumed and in other cases additional work necessary to keep the project advancing in an efficient manner. In either case, the work was unanticipated and beyond the original scope of work.

This contract was initiated just prior to the expiration of a previous contract that covered the staking and surveying of various segments of the State Route 210 projects. The previous contract expired just as the freeway was opened to traffic through the cities of Upland, Rancho Cucamonga, and Fontana. At the time of the opening, it was understood that some survey work remained for the opened portion of freeway, but the extent of work was unclear and thought to be relatively limited. With that, the previous contract was allowed to expire and it was decided to simply cover any remaining under the new contract since it also related to the SR-210 project.

*The work on the opened portion of SR-210 generally fell into to the following categories:*

1) Earthwork and drainage revisions were necessary to mitigate erosion on sloped areas and other graded areas. Throughout segments 1 - 4, additional work was needed to stabilize slopes and redirect water away from the tops of those slopes. This work included new drainage systems and the grading of new ditches to control flows. DEA provided survey support for these efforts, and their work included gathering existing topographic data for the designers, staking the new revisions, and verifying grades once improvements were in place.

Approximately \$ 242,271

2) A historic property known as the Goerlitz house required many improvements as conditions of the environmental approval of the freeway project. Some improvements were performed well after the freeway opened. DEA provided survey support for these improvements throughout the effort which was also more extensive than originally assumed.

Approximately \$ 25,000

3) Records of Survey – survey monument preservation and replacement created a large amount of work that was originally assumed to be relatively modest. State law requires that survey monuments be perpetuated whenever there is a chance they will be disturbed or destroyed. As monuments are relocated, a record map must be filed with the county surveyor so that others know that the monument has been moved or modified. In the case of the 210 project, not only did the disturbed monuments have to be recorded, but the entire right of way was monumented and recorded. The effort was time consuming but ultimately provided valuable information and was also beyond the original scope of work for this consultant.

Approximately \$ 323,253

Other Items of Extra Work – SR 210 Segments 9-11 and I-10

1) The SR-210 segment 9-11 'project' consists of a series of smaller projects that must be carefully coordinated in order to ensure that each contractor completes their work and is paid fairly for their work. With overlapping segments, controlling the earthwork (i.e., tracking which dirt is taken where and by whom) is challenging. Aerial topographic surveys were utilized to compare before and after conditions as contractors transition between work areas. These aeriels are extremely valuable tools in determining quantities of dirt moved and are the most effective and efficient means of accomplishing the task.

Approximately \$ 159,250

2) As-built and existing grades – One of the challenging aspects of freeway widening projects is matching the new improvements to the existing grades and conditions in the field. During the engineering phase, designers take measurements and fit their designs to those measurements. However, it is not practical to gather every needed bit of data from the field and it is typical for designers to use information gathered from as-built information or other non-measured information. Doing so does not yield perfect information and many times adjustments are made during construction. The I-10 widening projects have undergone several revisions that required extensive surveying to detail existing conditions and then adjust the design accordingly.

Approximately \$ 206,759

3) Extra work for added construction items – from time to time DEA is asked to provide survey support for construction items or other project activities (e.g., survey data for condemnation cases, survey for clearances between improvements, etc). These items are important but can also be difficult to estimate at the beginning of the contract. Areas along and adjacent to the SR-210 project have undergone extensive changes since the project was designed. Some of these changes have resulted in higher than normal levels of effort for DEA.

Approximately \$ 267,725

4) Restaking charges are generally defined as the costs associated with placing construction stakes more than one time for a given location or use. Construction stakes are the wooden sticks that contain survey data such as how deep to cut a trench or the elevation to which pavement is to be constructed. Survey stakes are typically set several days before work is to occur. Sometimes, stakes are accidentally moved or destroyed before they are used and require replacement. In some instances the stakes are destroyed by the contractor and in others they are destroyed due to circumstances beyond the contractor's control (foul weather, vandalism, other contractors, etc.). In situations where the contractor is responsible for the damage, the contractor is back charged for the cost of restaking. In most other circumstances Sanbag is required to absorb the cost.

Approximately \$200,187

5) Record of Survey – This is very similar to the above discussion. Survey monument preservation and replacement created a large amount of work that was originally assumed to be relatively modest. State law requires that survey monuments be perpetuated whenever there is a chance they will be disturbed or destroyed. As monuments are relocated a record map must be filed with the county surveyor so that others know that the monument has been moved or modified. Circumstances on the I-10 Truck Climbing Lane project were similar to those on the SR-210 project in

that additional monuments were required throughout the project. Again, the effort was time consuming but ultimately provided valuable information and was also beyond the original scope of work for this consultant.

Approximately \$ 79,793

**This page left blank.**

**This page left blank.**

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

### AGENDA ITEM 8

**Date:** November 9, 2006

**Subject:** Amendments to extend period of performance for various contracts

**Recommendation:** Recommend approval of amendments to extend period of performance:

CN 98-042-05	Traffic Operations Inc.	Extend to 12/31/07
CN 98-043-05	Hi-Way Safety Services	Extend to 12/31/07
CN 99-019-04	EPT Design	Extend to 12/31/07
CN 05-007-01	Parsons Brinkerhoff (PB)	Extend to 12/31/07
CN 95-065-04	County Real Estate Services	Extend to 12/31/07
CN 02-011-05	LAN Engineering	Extend to 06/30/07
CN 01-061-06	URS Corporation	Extend to 06/30/07

**Background:** This item amends a number of on-going contracts that have soon will expire. In order to advance SANBAG's program of designing and building the Measure I Major Projects, the period of performance for each of these contracts must be extended. The first two contracts listed above are for on-call street signage (98-043) and street striping (98-042) services utilized by SANBAG in connection with the freeway construction program. Contract 99-019 is with EPT Design for the design and support of the Route 71 landscaping. Contract 05-007 with PB is for preliminary engineering and environmental document preparation for the Interstate 10 Westbound Lane addition. Contract 05-065 with County Real Estate Services Department is for on-call property acquisition services. Contract 02-011-05 with LAN Engineering is for final engineering for the State Street/University Parkway grade separation. Lastly, contract 01-061 is with URS Corporation for the design of the Live Oak interchange project in Yucaipa.

*Approved*  
*Major Projects Committee*

*Date: November 9, 2006*

*Moved: Second:*

*In Favor: Opposed: Abstained:*

*Witnessed:* \_\_\_\_\_

*Financial Impact:* These are no-cost time extensions amendments and have no financial impact.

*Reviewed By:* This item will be reviewed by the Major Projects Committee on November 9, 2006.

*Responsible Staff:* Darren Kettle, Director of Freeway Construction



**SANBAG Contract No. 98-042-05**

by and between

San Bernardino County Transportation Authority

and

Traffic Operations, Inc.

for

On-Call Striping Services

FOR ACCOUNTING PURPOSES ONLY				
<input checked="" type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input type="checkbox"/> Original	
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment	
Notes: Time Extension _____				
Original Contract	\$ <u>82,000</u>	Previous Amendments Total	\$ _____	
		Previous Amendments Contingency Total	\$ _____	
Contingency Amount	\$ _____	Current Amendment	\$ _____	
		Current Amendment Contingency	\$ <u>82,000</u>	
Contingency Amount requires specific authorization by Task Manager prior to release.				
<b>Contract TOTAL →</b>				<b>\$ <u>82,000</u></b>
* Please include funding allocation for the original contract or the amendment.				
<b>Task</b>	<b>Cost Code</b>	<b>Funding Sources</b>	<b>Grant ID</b>	<b>Amounts</b>
<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	_____	\$ <u>N/A</u>
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>2/4/98</u>		Contract Start: <u>2/4/98</u>		Contract End: <u>12/31/04</u>
New Amend. Approval (Board) Date: <u>12/6/06</u>		Amend. Start: <u>12/6/06</u>		Amend. End: <u>12/31/07</u>
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) - Unbudgeted Obligation →		\$ _____
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If yes, which Task includes budget authority? _____				
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input type="checkbox"/> Intergovernmental	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Non-Local	<input type="checkbox"/> Local	<input type="checkbox"/> Partly Local
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: <u>Darren Kettle</u>		Contract Manager: <u>Greg Haffer</u>		

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: a9804205cas.doc

Form 25-05/06



**SANBAG Contract No. 98-042**

**Amendment No. 5**

**By and Between**

**San Bernardino Associated Governments**

**And**

**Traffic Operations, Inc.**

**For**

**On-Call Striping Services**

**(Amendment for Time Extension)**

Whereas, SANBAG Contract No. 98-042 was entered into between San Bernardino Associated Governments (SANBAG) and Traffic Operations, Inc. on February 4, 1998 for on-call striping services; and

WHEREAS, additional time is needed to complete the project,

NOW, THEREFORE, SANBAG Contract No. 98-042 is hereby amended as follows:

1. Extend the completion date of this contract to December 31, 2007.
2. All other provisions and terms of this contract shall remain the same.

Traffic Operations, Inc.

San Bernardino Associated Governments

By: \_\_\_\_\_  
Michael Iza, Jr.  
President

By: \_\_\_\_\_  
Dennis Hansberger  
President, SANBAG Board of  
Directors

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM

By: \_\_\_\_\_  
Jean-Rene Basle  
SANBAG Counsel

Date: \_\_\_\_\_



**SANBAG Contract No. 93-043-05**

by and between

San Bernardino County Transportation Authority

and

Hi-Way Safety, Inc.

for

On-Call Signing Services

**FOR ACCOUNTING PURPOSES ONLY**

<input checked="" type="checkbox"/> Payable	Vendor Contract # _____	Retention	<input type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment

Notes:

Original Contract	\$ <u>65,000</u>	Previous Amendments Total	\$ 0
		Previous Amendments Contingency Total	\$ 0
Contingency Amount	\$ 0	Current Amendment	\$ 0
		Current Amendment Contingency	\$ 0

Contingency Amount requires specific authorization by Task Manager prior to release.

**Contract TOTAL → \$ 65,000**

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 2/4/98 Contract Start: 2/4/98 Contract End: 12/98

New Amend. Approval (Board) Date: 12/06/06 Amend. Start: 12/06/06 Amend. End: 12/07

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year _____	Future Fiscal Year(s) –	Unbudgeted Obligation → \$ _____
-----------------------------	-------------------	-------------------------	----------------------------------

Is this consistent with the adopted budget? ☒ Yes ☐ No

If yes, which Task includes budget authority? \_\_\_\_\_

If no, has the budget amendment been submitted? ☐ Yes ☐ No

**CONTRACT MANAGEMENT**

Please mark an "X" next to all that apply:

☐ Intergovernmental ☒ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☐ No ☐ Yes \_\_\_\_\_ %

Task Manager: Darren Kettle

Contract Manager: Herald Lantis

[Signature] 11-3-06  
Task Manager Signature Date

\_\_\_\_\_  
Contract Manager Signature Date

\_\_\_\_\_  
Chief Financial Officer Signature Date

Filename: a3024304251

Form 29 06/06



**SANBAG Contract No. 98-043**

**Amendment No. 5**

**By and Between**

**San Bernardino Associated Governments**

**And**

**Hi-Way Safety, Inc.**

**For**

**On-Call Signing Services**

**(Amendment for Time Extension)**

Whereas, SANBAG Contract No. 98-043 was entered into between San Bernardino Associated Governments (SANBAG), and Hi-Way Safety, Inc. on February 4, 1998 for on-call signing services; and

WHEREAS, additional time is needed to complete the project,

NOW, THEREFORE, SANBAG Contract No. 98-043 is hereby amended as follows:

1. Extend the completion date of this contract to December 31, 2007.
2. All other provisions and terms of this contract shall remain the same.

Hi-Way Safety, Inc.

San Bernardino Associated Governments

By: \_\_\_\_\_  
Gary C. Myers  
President

By: \_\_\_\_\_  
Dennis Hansberger  
President, SANBAG Board of  
Directors

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Jean-Rene Basle  
SANBAG Counsel

Date: \_\_\_\_\_

**SANBAG Contract No. 99-019-04**

by and between

San Bernardino County Transportation Authority

and

EPT Landscape

for

Route 71 Final Design and Landscape Services

**FOR ACCOUNTING PURPOSES ONLY**

<input checked="" type="checkbox"/> Payable	Vendor Contract # _____	Retention: _____	<input type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment

Notes: Time Extension

Original Contract:      \$ <u>305,482</u>	Previous Amendments Total:      \$ <u>17,866.59</u>
	Previous Amendments Contingency Total:      \$ <u>0</u>
Contingency Amount:      \$ _____	Current Amendment:      \$ _____
	Current Amendment Contingency:      \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

**Contract TOTAL → \$ 323,348.59**

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
N/A	N/A	N/A	_____	\$ <u>N/A</u>
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: <u>11/4/98</u>	Contract Start: <u>11/4/98</u>	Contract End: <u>11/30/03</u>
New Amend. Approval (Board) Date: <u>12/6/06</u>	Amend. Start: <u>12/6/06</u>	Amend. End: <u>12/31/07</u>

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: <u>N/A</u> \$ <u>N/A</u>	Future Fiscal Year(s) - Unbudgeted Obligation → \$ _____
-----------------------------	--	---

Is this consistent with the adopted budget?    ☐ Yes    ☐ No

If yes, which Task includes budget authority? \_\_\_\_\_

If no, has the budget amendment been submitted? ☐ Yes ☐ No

**CONTRACT MANAGEMENT**

Please mark an "X" next to all that apply:

☐ Intergovernmental    ☒ Private    ☐ Non-Local    ☐ Local    ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No    ☐ Yes \_\_\_\_\_ %

Task Manager: <u>Darren Kettle</u>	Contract Manager: <u>Chuck Wisdom</u>
------------------------------------	---------------------------------------

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: a9901904css.doc

Form 28 06/06

**SANBAG Contract No. 99-019**

**Amendment No. 4**

**By and Between  
San Bernardino Associated Governments  
And  
EPT Landscape  
For  
Route 71 Final Design and Landscape Services**

**(Amendment for Time Extension)**

WHEREAS, SANBAG Contract No. 99-019 was entered into between San Bernardino Associated Governments (SANBAG), and EPT Landscape on November 4, 1998, for Route 71 Final Design and Landscape Services; and

WHEREAS, additional time is needed to complete this project.

NOW, THEREFORE, SANBAG Contract No. 99-019 is hereby amended as follows:

1. Extend the completion date of this contract to December 31, 2007.
2. All other provisions and terms of the contract shall remain the same.

**San Bernardino Associated Governments**

**EPT Landscape**

By: \_\_\_\_\_  
Dennis Hansberger  
President, SANBAG Board of  
Directors

By: \_\_\_\_\_  
Richard Vanderwood  
President

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Approved as to Form:

By: \_\_\_\_\_  
Jean-Rene Basle  
County Counsel

Date: \_\_\_\_\_

by and between

San Bernardino County Transportation Authority

and

Parsons Brinckerhoff Quade & Douglas, Inc.

for

Engineering and Environmental Services for I-10 Westbound Lane Addition PA&ED Project**FOR ACCOUNTING PURPOSES ONLY**

<input checked="" type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment
Notes:			
Original Contract:	\$ <u>830,643</u>	Previous Amendments Total:	\$ <u>0</u>
		Previous Amendments Contingency Total:	\$ <u>0</u>
Contingency Amount:	\$ <u>83,064</u>	Current Amendment:	\$ <u>0</u>
		Current Amendment Contingency:	\$ <u>0</u>
Contingency Amount requires specific authorization by Task Manager prior to release.			
Contract TOTAL →			\$ <u>913,707.00</u>

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
N/A	N/A	N/A	N/A	N/A
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 7/07/04 Contract Start: 7/07/04 Contract End: 01/07/07  
 New Amend. Approval (Board) Date: 12/06/06 Amend. Start: 12/06/06 Amend. End: 12/31/07

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) - Unbudgeted Obligation →	\$ _____
-----------------------------	--------------------------------	--	----------

Is this consistent with the adopted budget? ☒ Yes ☐ No  
 If yes, which Task includes budget authority? \_\_\_\_\_  
 If no, has the budget amendment been submitted? ☐ Yes ☐ No

**CONTRACT MANAGEMENT**

Please mark an "X" next to all that apply:

☐ Intergovernmental ☒ Private ☐ Non-Local ☒ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No ☐ Yes \_\_\_\_\_ %

Task Manager: Darren KettleContract Manager: Lisa DaSilva

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

<http://sanbagsps2k1/sanbagportal/Documents/Agreements&POs and Resolutions/a0500702.doc>

TN 86207000

CN 05-007-02

**SANBAG Contract No. 05-007, Amendment No. 2**

**By and Between**

**San Bernardino County Transportation Authority**

**And**

**Parson Brinckerhoff Quade & Douglas, Inc.**

**For**

**Engineering and Environmental Services for I-10 Westbound Lane Addition PA&ED  
Project**

**(Amendment for Time Extension)**

Whereas, SANBAG Contract No. 05-007 was entered into between San Bernardino Associated Governments (SANBAG), and Parson Brinckerhoff Quade & Douglas, Inc. on July 7, 2004 for Engineering and Environmental Services for the I-10 Westbound Lane Addition PS&ED phase; and

WHEREAS, additional time is needed to complete the project,

NOW, THEREFORE, SANBAG Contract No. 05-007 is hereby amended as follows:

1. Extend the completion date of this contract to December 31, 2007.
2. All other provisions and terms of this contract shall remain the same.

**Parsons Brinckerhoff  
Quade & Douglas, Inc.**

**San Bernardino Associated Governments**

By: \_\_\_\_\_  
Khalil Saba

By: \_\_\_\_\_  
Dennis Hansberger  
President, SANBAG Board of  
Directors

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Approved AS TO FORM:

By: \_\_\_\_\_  
Jean-Rene Basle  
SANBAG Counsel

Date: \_\_\_\_\_



**SANBAG Contract No. 95-065-04**

by and between

San Bernardino County Transportation Authority

and

County of San Bernardino

for

Right of Way Services

(Amendment for time extension)

FOR ACCOUNTING PURPOSES ONLY				
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input type="checkbox"/> No	<input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment	
Notes:				
Original Contract:      \$ <u>1,141,000</u>		Previous Amendments Total:      \$ <u>0</u>		
Contingency Amount:      \$ _____		Previous Amendments Contingency Total:      \$ _____		
		Current Amendment:      \$ <u>0</u>		
		Current Amendment Contingency:      \$ _____		
Contingency Amount requires specific authorization by Task Manager prior to release.				
<b>Contract TOTAL →</b>				<b>\$ <u>1,141,000</u></b>
↓ Please include funding allocation for the original contract or the amendment.				
Task	Cost Code	Funding Sources	Grant ID	Amounts
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>7/11/95</u>		Contract Start: <u>7/11/95</u>		Contract End: <u>12/3/06</u>
New Amend. Approval (Board) Date: _____		Amend. Start: _____		Amend. End: <u>12/31/07</u>
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →		\$ _____
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If yes, which Task includes budget authority? _____				
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input checked="" type="checkbox"/> Intergovernmental	<input type="checkbox"/> Private	<input type="checkbox"/> Non-Local	<input type="checkbox"/> Local	<input type="checkbox"/> Partly Local
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: <u>Darren Kettle</u>			Contract Manager: <u>Arlis Childs</u>	

 Task Manager Signature	<u>11-3-06</u> Date	 Contract Manager Signature	Date
Chief Financial Officer Signature		Date	

**SANBAG Contract No. 95-065**

**Amendment No. 4**

**By and Between**

**San Bernardino County Transportation Authority**

**And**

**County of San Bernardino**

**For**

**Right of Way Services**

**(Amendment for Time Extension)**

Whereas, SANBAG Contract No. 95-065 was entered into between San Bernardino County Transportation Authority (AUTHORITY) and the County of San Bernardino on July 11, 1995, for Right of Way Services, State Route 210; and,

WHEREAS, additional time is needed to complete the project,

NOW, THEREFORE, AUTHORITY Contract No. 95-065 is hereby amended as follows:

1. Extend the completion date of this contract to December 31, 2007.
2. All other provisions and terms of this contract shall remain the same.

San Bernardino  
County Board of Supervisors

San Bernardino  
County Transportation Authority

By: \_\_\_\_\_

By: \_\_\_\_\_  
Dennis Hansberger  
President, SANBAG Board of  
Directors

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM:

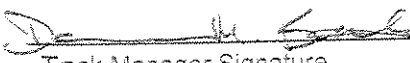
By: \_\_\_\_\_  
Jean-Rene Basle  
SANBAG Counsel

Date: \_\_\_\_\_

SANBAG Contract No. 02-011-05  
by and between  
San Bernardino County Transportation Authority  
and  
LAN Engineering Corp.  
for

Preliminary Engineering, PS&E and Right of Way for State St./Univ. Pkwy/BNSF Grade Sep.

FOR ACCOUNTING PURPOSES ONLY				
<input checked="" type="checkbox"/> Payable  <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment	
Notes:				
Original Contract:      \$ <u>226,000</u>		Previous Amendments Total:      \$ <u>1,494,980</u>		
Contingency Amount:      \$ <u>22,600</u>		Previous Amendments Contingency Total:      \$ <u>138,668</u>		
		Current Amendment:      \$ <u>0</u>		
		Current Amendment Contingency:      \$ <u>0</u>		
Contingency Amount requires specific authorization by Task Manager prior to release.				
Contract TOTAL →				\$ <u>1,832,243.00</u>
↓ Please include funding allocation for the original contract or the amendment.				
Task	Cost Code	Funding Sources	Grant ID	Amounts
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>10/01</u>		Contract Start: <u>10/01</u>		Contract End: <u>12/31/06</u>
New Amend. Approval (Board) Date: <u>12/6/06</u>		Amend. Start: <u>12/6/06</u>		Amend. End: <u>6/30/07</u>
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) - Unbudgeted Obligation →		\$ _____
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If yes, which Task includes budget authority? _____				
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input type="checkbox"/> Intergovernmental	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Non-Local	<input type="checkbox"/> Local	<input type="checkbox"/> Partly Local
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: <u>Darren Kettle</u>			Contract Manager: <u>Dennis Saylor</u>	

<u></u> Task Manager Signature	<u>11-3-06</u> Date	_____ Contract Manager Signature	_____ Date
_____ Chief Financial Officer Signature		_____ Date	

SANBAG Contract No. 02-011

Amendment No. 5

By And Between  
San Bernardino County Transportation Authority  
And  
LAN Engineering Corp.  
For

Preliminary Engineering Services, Project Plans, Specifications, And Estimates, And Right  
Of Way Services For State Street/University Parkway/BNSF RR Grade Separation

(Amendment for Time Extension)

Whereas, Contract No. 02-011 was entered into between the San Bernardino County Transportation Authority and LAN Engineering Corporation on October 3, 2001 for Preliminary Engineering, PS&E and Right of Way for the State Street/University Parkway/BNSF Grade Separation in the City and County of San Bernardino, California; and

WHEREAS, additional time is needed to complete the project,

NOW, THEREFORE, SANBAG Contract No. 02-011 is hereby amended as follows:

1. Extend the completion date of this contract to June 30, 2007.
2. All other provisions and terms of the contract shall remain the same.

LAN Engineering Corp.

San Bernardino  
County Transportation Authority

By: \_\_\_\_\_  
William Nascimento  
Principal

By: \_\_\_\_\_  
Dennis Hansberger, President  
SANBAG Board of Directors

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Jean-Rene Basle  
SANBAG Counsel

**SANBAG Contract No. 01-061-06**

by and between

San Bernardino County Transportation Authority

and

URS Corporation

for

Preparing Project Plans, Specifications, and Estimates for I-10 Live Oak Canyon Road Interchange  
Reconstruction in the City of Yuciapa, California

**FOR ACCOUNTING PURPOSES ONLY**

<input checked="" type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment

Notes: Time Extension

Original Contract: \$ <u>951,083.00</u>	Previous Amendments Total: \$ <u>713,706</u>	
	Previous Amendments Contingency Total: \$ _____	
	Current Amendment: \$ <u>0</u>	
Contingency Amount: \$ <u>122,157.00</u>	Current Amendment Contingency: \$ _____	
Contingency Amount requires specific authorization by Task Manager prior to release.		
<b>Contract TOTAL →</b>		<b>\$ <u>1,786,946.00</u></b>

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
N/A	N/A	N/A	_____	\$ N/A
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: <u>5/01</u>	Contract Start: <u>5/01</u>	Contract End: <u>11/2/03</u>
New Amend. Approval (Board) Date: <u>12/06</u>	Amend. Start: <u>12/06</u>	Amend. End: <u>6/30/07</u>

**If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**

Approved Budget Authority →	Fiscal Year: <u>N/A</u> \$ <u>N/A</u>	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
-----------------------------	--	--	----------

Is this consistent with the adopted budget? ☒ Yes ☐ No  
 If yes, which Task includes budget authority? \_\_\_\_\_  
 If no, has the budget amendment been submitted? ☐ Yes ☐ No

**CONTRACT MANAGEMENT**

Please mark an "X" next to all that apply:

☐ Intergovernmental    ☒ Private    ☐ Non-Local    ☐ Local    ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No    ☐ Yes \_\_\_\_\_%

Task Manager: <u>Darren Kettle</u>	Contract Manager: <u>Chuck Wisdom</u>
------------------------------------	---------------------------------------

	<u>11-3-06</u>	_____	_____
Task Manager Signature	Date	Contract Manager Signature	Date

\_\_\_\_\_  
 Chief Financial Officer Signature      Date

**SANBAG Contract No. 01-061**

**Amendment No. 6**

**By and Between  
San Bernardino Associated Governments  
And  
URS Corporation  
For**

**Preparing Project Plans, Specifications, and Estimates for I-10 Live Oak Canyon Road  
Interchange Reconstruction in the City of Yucaipa, California**

**(Amendment for Time Extension)**

WHEREAS, SANBAG Contract No. 01-061 was entered into between San Bernardino Associated Governments (SANBAG), and URS Corporation on May 2, 2001, for Preparing Project Plans, Specifications, and Estimates for I-10 Live Oak Canyon Road Interchange Reconstruction in the City of Yucaipa, California; and

WHEREAS, additional time is needed to complete this project.

NOW, THEREFORE, SANBAG Contract No. 01-061 is hereby amended as follows:

1. Extend the completion date of this contract to June 30, 2007.
2. All other provisions and terms of the contract shall remain the same.

**San Bernardino Associated Governments**

**URS Corporation**

By: \_\_\_\_\_  
Dennis Hansberger  
President, SANBAG Board of  
Directors

By: \_\_\_\_\_  
Jeff Chapman  
Vice President

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Approved as to Form:

By: \_\_\_\_\_  
Jean-Rene Basle  
County Counsel

Date: \_\_\_\_\_

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

### *Minute Action*

AGENDA ITEM: 9

*Date:* November 9, 2006

*Subject:* Request for Qualifications (RFQ) No. C07012 for Preliminary Engineering and Environmental Document Development for BNSF/UP Colton Crossing Project

*Recommendation:\**

1. Authorize release Request for Qualifications (RFQ) No. C07012 for Preliminary Engineering and Environmental document development for BNSF/UP Colton Crossing Project, and
2. Waive SANBAG Policy 11000, VII (C) (local preference policy) in order to maximize competition and ensure an adequate pool of qualified firms.

*Background:*

This action will lead to the award of a new consultant contract for construction related services. In 1999 Caltrans, in collaboration with SANBAG, the Riverside County Transportation Commission, Burlington Northern Santa Fe (BNSF) and Union Pacific (UP), prepared a Project Study Report (PSR) for the Colton Crossing Grade Separation project. In 2005, in recognition that State funds might be available for preliminary engineering and an environmental document Caltrans along with the other entities prepared Supplemental PSR for this project. The Supplemental was approved in January 2006. Caltrans and California Transportation Commission (CTC) in consultation with SANBAG included \$2.2 million of Interregional Transportation Improvement Program (ITIP) funds in the 2006 State Transportation Improvement Program to fund preliminary engineering and environmental document development. The CTC, at its' October 2006 meeting, "voted" the \$2.2 million to SANBAG to act as lead agency for these efforts.

\*

*Approved*  
*Major Projects Committee*

*Date: November 9, 2006*

*Moved: Second:*

*In Favor: Opposed: Abstained:*

*Witnessed:*

Staff will provide a draft RFQ and scope of work for preliminary engineering and environmental document development at the meeting. The RFQ is SANBAG's "boiler plate" RFQ with language similar to that used in previous SANBAG issued RFQs. Because of the uniqueness of this project as the project limits are virtually completely confined with the two railroads rights of way, SANBAG staff has also consulted with both the BNSF and UP railroads in the development of the scope of work.

In addition, staff is requesting, in the interest of maximizing competition and attempting to ensure an adequate pool of qualified firms, that SANBAG's local preference policy be waived. The number of San Bernardino County firms with the qualifications to undertake this unique project that is virtually all railroad related preliminary design is limited.

*Financial Impact:* This action, by itself, imposes no financial impact. The future award of a consultant services contract has been anticipated in the FY 2006/07 budget. Staff will budget future year costs as necessary in future year budgets. The funding source for project development costs is 2006 STIP ITIP funds. TN 87907000 (Colton Crossing BNSF/UPRR Railroad Grade)

*Reviewed By:* This item will be reviewed by the Major Projects Committee on November 9, 2006

*Responsible Staff:* Darren Kettle, Director of Freeway Construction



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 10

*Date:* November 9, 2006

*Subject:* Amendment No. 2 to Contract 04-009 with HNTB Corporation for construction support services for State Route 210 Project, segment 10

*Recommendation\*:*

1. Approve Amendment No. 2 to Contract No. 04-009 with HNTB Corporation for construction support services for State Route 210 Project, segment 10 increasing the contract amount by \$125,000 for total not to exceed amount of \$525,000. TN 82407000
2. Approve Amendment to the SANBAG 2006/07 budget increasing revenues and expenditures in the amount of \$125,000 in Task 82407000 as described in the Financial Impact section below. Funding source is Measure I Valley Major Projects unallocated reserve.

*Background:*

This is an amendment to an existing agreement. Under the terms of our cooperative agreements for design with Caltrans, SANBAG is obligated to make the design consultant who prepared the plans available for consultation and corrections during the construction process. HNTB Corporation is the designer of Segment 10. Frequently the contractors and construction field staff require from the designer of record either additional information, authorization for changes, or corrections in order to proceed with construction. The Board approved construction engineering contract in July 2003.

No precise scope of work for this type of contract can be specified since it depends entirely on how things go in the field effectively making these "On-Call" contracts. The original amount of Contract 04-009 with HNTB

*Approved*  
*Major Projects Committee*

*Date: November 9, 2006*

*Moved: Second:*

*In Favor:      Opposed:      Abstained:*

*Witnessed: \_\_\_\_\_*

for Segment 10 was \$300,000. Amendment 1, approved by the Board in February 2006 added \$100,000 increasing the not to exceed amount to \$400,000. Amendment 2 increases this contract to replenish the contract for future issues that may arise during the last year of construction and to fund final as built plans.

Because there is no defined scope the contract amounts are developed through a best-guess" approach based on prior experience and anticipate construction complexities. A brief explanation of the need to increase the amount of this contract is below.

*a). Muscoy UPRR Temporary Shoring Design Change & Approvals*

Caltrans comments to the Segment 10 plans dictated that the "Temporary Shoring Design for the Bridge retrofit be prepared by the Contractor" and not CONSULTANT. The contractor's design engineer failed in repeated attempts to obtain HNTB/DMJM approval of their shop drawings and back-up design calculations to meet the criteria. This resulted in extraordinarily long and repeated reviews, meetings, and resubmittals. Recently, a mutually agreed upon final design has been approved and reviews and approvals are in progress. *Estimated Cost - \$13,000*

*b). Caltrans and City Mandated As-Built Corrections for Earlier Segment Projects*

CONSULTANT was requested to field measure and incorporate the changes to the 4-way intersection of Riverside & Easton as a result of new commercial developments in the area. The original design of the Mainline temporary traffic signal, loop detector locations, pavement delineation, and other miscellaneous items was revised to account for development and the changed field conditions brought about by the new developments. CONSULTANT was also requested by the City of Rialto to complete and submit a set of As-Built plans for the Detour project as well. *Estimated Cost - \$21,500*

*c). Redesign of Underground Drainage System due to Utility Conflicts*

During commencement of construction for drainage systems 5A & 7 (Segment 9), a vertical conflict was encountered with the newly installed Waterline Casings at Cactus and Lilac Avenues. SANBAG requested CONSULTANT to review and approve a proposed alternative alignment to the drainage system profile at the Segment 9/10 Matchline and to confirm that the change would not adversely affect overall performance of the drainage system based on their new design. *Estimated Cost - \$7,500*

*d). Sign Order Revisions Due to CT Standard Plan Update & Local Street Name Change*

Initially, the project design was based upon the 1999 Standard Plans and was not subject to revisions introduced in the 2004 Standard Plans.

Subsequently, Caltrans directed that the Sign Order forms for Agency furnished Signs that were prepared by CONSULTANT should be resubmitted in accordance with the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) as amended by the MUTCD 2003 California Supplement, to prescribe uniform standards and specifications. Also, the City of San Bernardino advised SANBAG of local street name change that affected freeway signage. These changes required the CONSULTANT to perform additional design efforts to isolate the changes, revise the plan details & quantities, and prepare new sign orders. *Estimated Cost - \$14,000*

*e). Temporary Traffic Signal for the Easton/Highland Traffic Switch*

Initially, the project staging plans did not include a signalized intersection here. For safety reasons and for better traffic control during the remaining construction period, SANBAG requested the CONSULTANT prepare and submit plans, details & quantities for a signalized intersection. *Estimated Cost - \$11,500*

*f). Utility Company Requests for Electronic files on Earlier Segment Projects*

Certain portions of work for the project at Riverside Avenue and Galway were deferred to the Mainline project due to delays in relocating existing utilities. This change caused CONSULTANT additional efforts by preparing multiple iterations of updated electronic "Base Map" files requested by SBC and other utility companies in order for them to complete their designs of the respective utilities relocation plans accurately. *Estimated Cost - \$7,500*

*Financial Impact:* The total cost for this contract amendment is \$125,000 and was not included in the 2006/07 Budget. A budget amendment is necessary to increase revenues and expenditures in the amount of \$125,000 in Task No. 82407000. Funding source is Measure I Valley Major Projects Funds unallocated reserve. TN 82407000.

*Reviewed By:* This item will be reviewed by the Major Projects Committee on November 9, 2006.

*Responsible Staff:* Darren M. Kettle, Director of Freeway Construction

**SANBAG Contract No. 04-009-02**

by and between

San Bernardino County Transportation Authority

and

HNTB Corporation

for

Construction Support on SR 210 Segment 10

FOR ACCOUNTING PURPOSES ONLY				
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input type="checkbox"/> No	<input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment	
Notes:				
Original Contract:      \$ <u>300,000</u>		Previous Amendments Total:      \$ <u>100,000</u>		
Contingency Amount:      \$ <u>0</u>		Previous Amendments Contingency Total:      \$ <u>0</u>		
		Current Amendment:      \$ <u>125,000</u>		
		Current Amendment Contingency:      \$ <u>0</u>		
Contingency Amount requires specific authorization by Task Manager prior to release.				
<b>Contract TOTAL →</b>				<b>\$ <u>525,000</u></b>
↓ Please include funding allocation for the original contract or the amendment.				
Task	Cost Code	Funding Sources	Grant ID	Amounts
82407	5554	MIVMP	_____	\$ <u>75,000</u>
82408	5554	MIVMP	_____	\$ <u>50,000</u>
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>7/2/03</u> Contract Start: <u>7/02/03</u> Contract End: <u>7/02/07</u>				
New Amend. Approval (Board) Date: <u>12/06/06</u> Amend. Start: <u>12/06/06</u> Amend. End: <u>12/31/7</u>				
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: <u>06/07</u> \$ <u>75,000</u>	Future Fiscal Year(s) – Unbudgeted Obligation →		\$ <u>50,000</u>
Is this consistent with the adopted budget? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
If yes, which Task includes budget authority? _____				
If no, has the budget amendment been submitted? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input type="checkbox"/> Intergovernmental	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Non-Local	<input type="checkbox"/> Local	<input type="checkbox"/> Partly Local
Disadvantaged Business Enterprise: <input type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: <u>Darren Kettle</u>			Contract Manager: <u>Steve Yench</u>	

*Darren Kettle*      11-2-06  
Task Manager Signature      Date

\_\_\_\_\_  
Contract Manager Signature      Date

\_\_\_\_\_  
Chief Financial Officer Signature      Date

Filename: a0400902.css

Form 23 06/06

**SANBAG CONTRACT NO. 04-009-02**

**AMENDMENT NO. 2**

**AGREEMENT BETWEEN**

**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**

**AND**

**HNTB CORPORATION**

This AMENDMENT No. 2 to SANBAG Contract No.04-009 entered into as of this 6<sup>th</sup> day of December, 2006 by the firm of HNTB Corporation (hereafter called CONSULTANT) and the San Bernardino Associated Governments/San Bernardino County Transportation Authority (hereafter called AUTHORITY):

WITNESSETH

WHEREAS, AUTHORITY, under AUTHORITY Contract 04-009, has engaged the services of CONSULTANT to provide Construction Support Services for Route 210, Segment 10.

WHEREAS, the parties desire to amend the aforesaid contract to increase the contract not to exceed amount and period of performance with this amendment;

NOW THEREFORE, the parties hereto do mutually agree to amend Contract No. 04-009, as follows:

1. The not-to-exceed amount of the contract shall be increased by \$125,000. The overall total contract not-to-exceed amount shall be increased to \$525,000.
2. The period of performance shall be extended to December 31, 2007 for Contract 04-009.
3. Except as amended by this amendment, all other provisions of Contract No. 04-009 remain in full force and effect.

IN WITNESS THEREOF, the authorized parties have below signed:

HNTB Corporation

By: \_\_\_\_\_  
Michael Kraman, Vice President

Date: \_\_\_\_\_

San Bernardino Associated Governments/  
San Bernardino County Transportation  
Authority

By: \_\_\_\_\_  
Dennis Hansberger, President  
SANBAG Board of Directors

Date: \_\_\_\_\_

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Jean Rene-Basle  
SANBAG Counsel

Date: \_\_\_\_\_

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 11

**Date:** November 9, 2006

**Subject:** Approve Plans and Specifications and Authorize advertising for Construction Bids for Ramona Avenue Grade Separation

**Recommendation:\*** Approve Plans and Specifications and Authorize advertising for Construction Bids for Ramona Avenue Grade Separation

**Background:** In consultation with the City of Montclair, SANBAG has completed the Plans and Specifications for the Ramona Avenue railroad grade separation at the Union Pacific railroad tracks in the city of Montclair and is in the process of finalizing the construction management services consultant team for this project. This project will receive funding from the Traffic Congestion Relief Program and has an allocation pending before the California Transportation Commission (CTC). A condition of the allocation made by the CTC is that a construction contract must be awarded within six months of the CTC allocation. The next step in proceeding with this project is complying with Public Contracts Code by receiving Board approval of the Plans and Specifications and authorizing advertisement for bids for these projects. A copy of the plans and specifications will be available for public review at SANBAG.

**Financial Impact:** This item imposes no financial impact. The 2006/07 SANBAG Budget does include construction funds for the three projects.  
Ramona Avenue Grade Separation TN 87207000

**Reviewed By:** This item will be reviewed by the Major Projects Committee on November 9, 2006.

**Responsible Staff:** Darren Kettle, Director of Freeway Construction

*Approved*  
*Major Projects Committee*

*Date: November 9, 2006*

*Moved: Second:*

*In Favor: Opposed: Abstained:*

*Witnessed: \_\_\_\_\_*

This page left blank.



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

### *Minute Action*

AGENDA ITEM: 12

**Date:** November 9, 2006

**Subject:** Authorize staff to proceed directly to Board for award of Contract No. C07095 for Interstate 215 5<sup>th</sup> Street Overcrossing Construction

**Recommendation:\*** Authorize staff to proceed directly to Board for award of Contract No. C07095 for Interstate 215 5<sup>th</sup> Street Overcrossing Construction

**Background:** This action will lead to a new construction contract. The Interstate 215 5<sup>th</sup> Street Overcrossing project is currently out to bid with bids scheduled to open November 16, 2006. This project is the first phase of a multi-segment widening of Interstate 215 through the city of San Bernardino. The engineer's construction cost estimate is \$ 19.8 million. With supplemental items, agency furnished items and contingency the total project is estimated at \$23.4 million.

Proceeding directly to the December Board meeting for contract award will expedite our ability to issue a notice to proceed to the contractor to start construction activities and mobilize contract forces in mid winter 2007. State contracting law mandates that the lowest responsible and responsive bidder be awarded the contract. This takes most, if not all, of the discretion from the contract award process. Based on the above, staff requests authorization to proceed directly to the December board meeting for award of construction contract no. C07095.

\*

Approved

Major Projects Committee

Date: November 9, 2006

Moved: Second:

In Favor:      Opposed:      Abstained:

Witnessed: \_\_\_\_\_

Major Projects Agenda Item  
November 9, 2006  
Page 2

*Financial Impact:* The award of a construction contract for this project is an anticipated expenditure in the FY 2006/07 Budget. TN 83807000.

*Reviewed By:* This item will be reviewed by the Major Projects Committee on November 9, 2006.

*Responsible Staff:* Darren Kettle, Director of Freeway Construction

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

### *Minute Action*

AGENDA ITEM: 13

*Date:* November 9, 2006

*Subject:* Waiver of Local Preference Policy for Request for Qualifications (RFQ) for the I-10 HOV Lane Addition and the I-15/I-215 Devore Interchange Project Development Activities

*Recommendation:\** Waive SANBAG Policy 11000, VII (C) (local preference policy) for RFQs for Project Development Activities for the I-10 HOV Lane Addition and the I-15/I-215 Devore Interchange in order to maximize competition and ensure an adequate pool of qualified firms/teams.

*Background:* At the Board meeting of November 1 (last week) the Board approved the release of RFQs for project development work (environmental and preliminary engineering) for two large freeway projects that are included in Measure I 2010-2040, those projects being the I-10 HOV Lane Addition and the Devore Interchange.

SANBAG staff has been diligently developing the RFQs and Scopes of Work for both projects and in doing so identified an issue of concern that should be considered by the Board before release of the RFQs. As the project development work will be entirely funded by Measure I funds, SANBAG policy requires the use of the local preference policy which provides as much as 10% benefit to firms/teams that meet certain criteria. The issue for these two projects is that the split of work between preliminary engineering and environmental is approximately 50/50 and currently, in the county there are 3-4 engineering firms that meet the local preference criteria all of which are at or near capacity for their current staff and even fewer environmental firms. Further complicating matters is the fact that the industry is experiencing a dearth of talent making it difficult for local offices to increase staffing to accommodate growth in workload.

*Approved*  
*Major Projects Committee*

*Date:* November 9, 2006

*Moved:* *Second:*

*In Favor:* *Opposed:* *Abstained:*

*Witnessed:* \_\_\_\_\_

These two projects have received a significant amount of interest from some of the most respected engineering firms in the country, all with offices in Riverside County, Orange County or new offices in San Bernardino County that don't yet meet the local preference policy criteria. Given the level of competition in the industry, these firms are reluctant to make the substantial investment to pursue this work knowing that they are placed at a competitive disadvantage during the selection process.

Based on the reasons cited above as well as staff's general sense that the Board is most concerned with selecting the most qualified and experienced firms to perform work on SANBAG's most challenging projects, staff respectfully requests the Board consider waiving the local preference policy for the purposes of these two procurements.

*Financial Impact:* This action has no financial impact.

*Reviewed By:* This item will be reviewed by the Major Projects Committee on November 9, 2006.

*Responsible Staff:* Darren Kettle, Director of Freeway Construction

### *Minute Action*

AGENDA ITEM: 14

**Date:** November 9, 2006

**Subject:** Measure I 2010-2040 Strategic Plan Policy Issues

**Recommendation:\*** Review and discuss white paper issues for furtherance of the Strategic Plan.

**Background:** The SANBAG Board of Directors approved working project cost factors and revenue projections on August 2, 2006. Because consideration of the Project Advancement element of the Measure I Strategic Plan Scope of Work was addressed separately, the next steps in strategic plan development are:

- 1) Development of project prioritization policies and procedures,
- 2) Evaluation of the need for and benefit of "frontloading" or advancing funding for selected programs through inter-program borrowing,
- 3) Further definition of the relationship of fair share development contributions to the fund allocation process, and
- 4) Definition of project development and delivery responsibilities for freeway interchange, major roadway, and grade separation projects.

*Approved*  
*Major Projects Committee*

*Date: November 9, 2006*

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

White papers are attached on Measure I 2010-2040 Programs including:

- the Cajon Pass Program,
- the Victor Valley Major Local Projects Program,
- the Rural Mountain/Desert Major Local Projects Program
- the Valley Freeway Program
- the Valley Freeway Interchange Program
- the Valley Major Streets Program
- the Valley Metrolink/Rail Program
- the Valley Express Bus/Bus Rapid Transit Program
- Bond Financing Debt Capacity
- Inter-Program Issues
- Legislative Issues

that identify major technical and policy issues within each program associated with these elements of the scope of work, and alternative strategies to address them for detailed consideration by the policy committee with purview over each program. In addition, staff has developed white papers to address inter-programmatic issues (issues that affect multiple programs or may cause one program to affect others) that do not fit neatly into discussion of any one program, and Legislative issues that may affect or contribute to the success of the program.

Staff provided copies of all white papers to the membership of each committee and the Board of Directors as a whole for the October meetings.

Additional issues raised at primarily the Administrative and Major Projects committee meetings included the following:

1. Is there a point at which we should go back to the voters for an additional increment of sales tax revenue for transportation, rather than cutting projects?
2. Should we review/establish SANBAG policy related to project enhancements vs original scopes of projects to insure that the projects constructed first do not consume funds required for projects to be constructed later?
3. With current escalation of construction costs, should we develop a spend down strategy that analyzes the cost of bonding vs the cost of delayed construction?
4. What are the potential opportunities and challenges related to Public/Private partnerships for SANBAG projects.

5. Should SANBAG be "doing the heavy lifting" related to development mitigation rather than each jurisdiction fighting the battle independently?
6. Will there be sufficient funding to meet all of the needed local and arterial road improvements with the new Measure?
7. Can SANBAG orchestrate a regional lobbying strategy that utilizes the skills and relationships of its elected officials to lobby for federal and State funding to mitigate the impacts of goods movement in San Bernardino County? Can SANBAG develop a fact sheet on the local costs to San Bernardino County related to mitigation of goods movement impacts?

These questions and issues were a subject of some discussion at the October Plans and Programs Committee. Also presented at the Plans and Programs Committee was a preliminary reassessment of the levels of state and federal funding that were assumed to be available during 2010-2040 to contribute to delivery of the Measure I 2010-2040 programs. Assuming protection of Proposition 42 funds and various estimates of state and federal transportation revenue growth, the amount originally assumed in the Expenditure Plan, \$1.1 billion, could be increased by \$1.4 billion to \$3.0 billion. It is expected that these additional funds, like those previously assumed to be available, would be directed primarily to freeway and freeway interchange projects throughout the county, and could contribute significantly toward closing the previously-discussed funding gap created by the rapid cost escalation experienced during the 2003-2005 period. Receipt of state and federal funds in those amounts, however, will require vigilance and leadership on SANBAG's part.

Due to the extent of discussions of the issues and white papers at the Policy committee meetings in October, the discussions have been scheduled to continue at the November Policy committee meetings. Based on the white papers, staff will attempt to frame the issues on which policy direction is required and suggest policy alternatives. Ultimately, each committee will be asked to develop recommendations on the programs or issues within its purview. Staff proposes to then return to the Plans and Programs Committee for continued discussion and policy development on the complete spectrum of issues, with consideration of the input by the policy committees responsible for the various individual programs.

The next workshop will be scheduled as appropriate to consider recommended approaches to the policy issues outlined above and discussed within the white papers. Members of the Board of Directors with interest in a particular program but not on the policy committee with purview over that program are encouraged to attend the committee meetings in an unofficial capacity.

*Financial Impact:* This item is consistent with the approved Fiscal Year 2006-2007 Budget.

*Reviewed By:* This item will be reviewed by the Administrative Committee on November 8, the Major Projects Committee on November 9, the Plans and Programs Committee on November 15, the Commuter Rail Committee on November 16, and the Mountain-Desert Committee on November 17, 2006.

*Responsible Staff:* Ty Schuiling, Director of Planning and Programming  
Darren Kettle, Director of Freeway Construction  
Deborah Barmack, Director of Management Services  
Mike Bair, Director of Transit and Rail Programs  
Terry McGuire, Chief Financial Officer



## Name of Program: Cajon Pass Program

**Brief description:** Measure I 2010-2040 requires that three percent (3%) of the revenue generated in the San Bernardino Valley Subarea and the Victor Valley Subarea be reserved in advance of other allocations for the Cajon Pass Account for funding of the I-15/I-215 Interchange in Devore, I-15 widening through Cajon Pass, and truck lane development. Cajon Pass serves as the major transportation corridor connecting the two urbanized areas within San Bernardino County and is in need of the identified improvements. These improvements are critical components to intra-county travel for residents of both the Victor Valley and San Bernardino Valley.

### Technical issues:

In February 2006 the Board of Directors approved the final report for the Interstate 15 Comprehensive Corridor Study. The Study contemplated major transportation investments along the I-15 Corridor from SR 60 to D Street in northern Victorville. Included in the final report were recommendations to proceed with further analysis on two alternatives, dedicated tolled truck lanes and managed (moveable barrier) tolled auto lanes. The I-15 Corridor Study limits extend well beyond the limits of the Cajon Pass Program, the limits of the Cajon Pass program extend from the I-15/I-215 Devore Interchange to Cajon Summit, thus requiring consideration of how the Cajon Pass program fits within the overall I-15 Corridor program.

As part of the Board action approving the final report SANBAG staff was directed to investigate financing options to accelerate one component that was included in both the I-15 Corridor study and is eligible for funding from the Cajon Pass Program, that project being the reconstruction and realignment of the I-15/I-215 Devore Interchange. In August 2006 the Board approved in concept loaning current Valley Major Project funds to the future Cajon Pass program in order to fund project development activities for this project. Staff anticipates requesting the Board to authorize releasing a Request for Qualifications (RFQ) for Preliminary Engineering and Environmental Document development by the end of 2006 with project development work expected to commence in early 2007.

The most glaring technical issue facing the Cajon Pass program is the issue of available funding versus project cost. The Cajon Pass Program as originally proposed to County voters estimated a total Measure I fund availability of \$170 million and State and Federal revenues of \$60 million for a total of \$230 million. Recent estimates for the I-15/I-215 Devore Interchange project exceed \$200 million alone and the current estimate to for an additional lane in both directions on the I-15 through the Cajon Pass is \$ 270 million.

### Policy considerations and alternatives:

- 1) *Project Acceleration* – The Board has approved loaning funds between the two Measures in order to continue progress on project development activities for the I-15/I-215 Devore Interchange identified in Cajon Pass program. This action will allow preliminary engineering and environmental clearance activities to proceed in advance of new Measure I revenues being available. Design-Build procurement is another tool that could be used to accelerate the Devore Interchange project. The Board's adopted Legislative Program supports the use of Design-Build procurement for transportation projects but a change in state law will be required to allow for Design-Build for freeway projects.
- 2) *Linkages to the Valley Freeway Program and Victor Valley Major Projects Program* – The I-15 Comprehensive Corridor Study clearly shows that while the Cajon Pass projects are necessary to relieve congestion on this major corridor, additional freeway lane capacity will also be required on the I-15 from SR 60 to the Devore Interchanges (a project identified in the Valley Freeway program) and from Cajon Summit to D Street in north Victorville (a project identified in the Victor Valley Major Projects Program). Any discussion that takes place relative to the I-15 freeway mainline improvements through the Cajon Pass must be done in conjunction with the overall I-15 Corridor.
- 3) *Funding availability* – In September 2006 the Board approved a revised Measure I 2010-2040 revenue estimate of \$8 billion, up from \$6 billion in 2004. Based on the revised revenue estimate,

the Cajon Pass Program could anticipate approximately \$225 million or little less than half of the funding need for the construction of the two major Cajon Pass freeway projects. While \$70 million of state and federal funds were initially identified for Cajon Pass Projects, clearly it will be necessary to more aggressively pursue state and federal transportation funds should traditional funding sources (ie., gas taxes, Proposition 42) be the only other funding sources besides Measure I.

Public Private Partnerships may also be a viable alternative to fund the shortfalls in the Cajon Pass program and other Interstate 15 corridor projects. For example, SANBAG and Caltrans might consider proceeding with a Managed Lane Concept that includes a moveable barrier and a total of three new freeway lanes with tolls being charged to use the Managed lanes on the I-15 Corridor from SR 60 to D Street in North Victorville. A project such as this with high volume of traffic on a major freeway corridor are getting more and more attention from the private sector as the economics "pencil out" on a long term investment. An additional benefit of public private partnerships is that they often involve a substantial concession fee that can be used to fund other transportation projects.

**Recommendations:** To be developed through committee discussion.

**Responsible Staff:** Darren Kettle, Director of Freeway Construction

**Name of Program:** Victor Valley Major Local Highway Projects

**Brief Description:** In the Mountain/Desert subareas, 70% of revenue generated is preserved for Local Street Projects. The Measure I Expenditure Plan for each Mountain/Desert subarea specifies that 25% of Measure I revenues collected in each subarea be set aside for Major Local Highway Projects. Eligible projects for the Major Local Highway Projects category include "major streets and highways serving as primary routes of travel within the subarea, which may include State highways and freeways." The Plan also states that these funds can be used to "leverage other State and Federal funds . . . and to perform advance planning/project reports."

**Technical Issues:** The Measure I Expenditure Plan estimated that the total amount of funds collected in the Victor Valley Major Local Highway Projects category over the thirty year period would be \$213m. Although this amount is considerably higher than other Mountain/Desert Subareas, the magnitude of transportation needs and cost of major facility construction render this amount woefully insufficient. Revised revenue estimates by subarea are under development and will provide an improved estimate of available revenue throughout the term of the Measure. Although Victor Valley revenue is expected to increase, it is doubtful that the imbalance between needs and available funding will be changed.

In the Victor Valley subarea, it was never anticipated that the Major Local Highway Projects category would fully fund any projects. Although projects were named in the Measure, the named projects were examples of major projects which were easily identified as priorities at the time the Measure was drafted. The projects listed were examples and not intended to represent a comprehensive list for this category. Language in the Expenditure Plan specifically stated these funds would be used as "Contributions to Projects, including but not limited to."

The Expenditure Plan also contained an estimate of \$39m in State and Federal funds which would be available to the Victor Valley subarea. This estimate, however, cannot be relied upon considering the shortcomings of transportation funding at both the State and Federal level.

The Victor Valley is distinctly different from other Mountain/Desert subareas in two specific ways. The incorporated areas and surrounding county areas were included in the SANBAG Nexus Study which requires a fair share contribution by new development to transportation projects. It is also distinctively different in that there are two new major freeway corridors proposed in the subareas; i.e., High Desert Corridor (E-220) estimated to cost \$640m and US-395 estimated to cost \$670m.

The Nexus Study for the Victor Valley indicates the following cost and fair share contributions from new development in the Victor Valley:

Improvement Category	Total Cost	Development Contribution*
High Desert Corridor (E-220)	\$ 640m	\$ 0
US-395	\$ 670m	\$ 0
SR-138 West	\$ 81m	\$ 0
I-15 Widening	\$ 398m	\$ 0
Interchanges	\$ 268m	\$ 146m
Arterials	\$ 586m	\$ 294m
Grade Separations	\$ 32m	\$ 8m

\*Amounts include 2006 cost escalation factor of 12.9%)

Due to the lack of specifically identified projects and the vagaries of the amount of "contributions" from the Major Local Highway Projects category, project prioritization and allocations from the Major Local Highway Projects category are left to future policy determinations.

**Policy Considerations and alternatives:**

Considering the limited financial resources in the Major Local Highway Projects category, a number of policy decisions will be required in establishing principles for allocation of funds in the Victor Valley. Some of the policy considerations are:

- 1) *What criteria should be used to establish eligibility for allocation of funds from the Major Local Highway Projects category? (State highway improvements only? Arterials spanning multiple jurisdictions? Projects which can demonstrate improved performance of general traffic circulation throughout the subarea? Project readiness?)*
- 2) *Should the allocation of funds from Major Local Highway Projects be limited to new corridors, State Highways, and interchanges only? (Approximately 70% of revenue collected in the Victor Valley is available for local streets and arterials. Considering the tremendous need for major highway investment, use of Major Local Highway Project funds to new corridors, State highways, and interchanges may be prudent.)*
- 3) *Should a percentage of funds be set aside for corridor preservation, which would provide a source of local funding for early acquisition and preservation of parcels which may become available along the new corridor alignments?*
- 4) *How are the limited funds in Major Local Highway Projects category allocated? (Full funding of projects on first-ready, first build basis? Percentage of project by phase? Percentage of construction only? Maximum amount per project? Percentage of funds generated on annual basis? Reservation of funds for limited number of specifically identified projects? Allocation based upon amount of additional funds leveraged? Allocation based upon performance measurements and/or assessment of benefit to all jurisdictions within the subarea?)*
- 5) *Is there an expectation that jurisdictions will allocate a portion of Local Street Project funds for project development or as partial funding to be combined with Major Local Highway Projects for project construction?*
- 6) *Should development mitigation be considered in allocation of Major Local Highway Projects? (Are there any special consideration of Development Mitigation contributions in the Victor Valley?)*
- 7) *What special provisions, if any, should be made to allow for areas outside the Nexus Study boundaries to compete for allocations of Major Local Highway Projects? (Projects such as SR-138, SR-2, SR-18 Lucerne.)*

**Recommendation:** To be developed through committee discussion.

**Responsible Staff:** Deborah Barmack, Director of Management Services

**Name of Program:** Rural Mountain/Desert Major Local Highway Projects

**Brief Description:** In the rural Mountain/Desert subareas, the overriding principle was that the highest transportation need and priority were in local street improvements. This is demonstrated by the 70% of revenue categorized for this purpose. The Measure I Expenditure Plan for each of the Mountain/Desert subareas also includes a category of funding for Major Local Highway Projects. (The issues related to this category of funding in the Victor Valley are substantially different and are addressed in a separate issue paper.) The Major Local Highway Projects category receives of 25% of Measure I revenues collected in each subarea. Eligible projects for this category of funds include "major streets and highways serving as primary routes of travel within the subarea, which may include State highways and freeways." The Plan also states that these funds can be used to "leverage other State and Federal funds . . . and to perform advance planning/project reports."

**Technical issues:** The total amount of funds collected in this category over the thirty year period is relatively small compared to the cost of construction for major highway improvements; i.e.; North Desert \$24m, Mountains \$30m, Morongo Basin \$31m; and Colorado River \$15m. Revised revenue estimates by subarea are under development. However, it is safe to say that anticipated revenue in this category may be in the neighborhood of \$1m a year or less.

Due to the vast areas and many miles of major local highways in these subareas areas, it was never anticipated that these funds would fully fund any project/s. Although projects were named in the Measure, the named projects were examples of major projects which were easily identified as priorities at the time the Measure was drafted. The project lists were not intended to provide a specific project list for the term of the Measure. Language in the Expenditure Plan specifically stated these funds would be used as "Contributions to Projects, including but not limited to:"

Estimates of an amount of State and Federal funds available to each subarea were included in the Expenditure Plan. These estimates, however, cannot be relied upon considering the shortcomings of transportation funding at both the State and Federal level.

Due to the lack of specifically identified projects and the vagaries of the amount of "contributions" from the Major Local Highway Projects category, project prioritization and allocations from the Major Local Highway Projects category are left to future policy determinations.

**Policy Considerations and alternatives:**

Considering the limited financial resources in the Major Local Highway Projects category, a number of policy decisions will be required in establishing principles for allocation of funds. It is possible that some criteria could be established which apply to all Rural Mountain/Desert subareas. However, it is certain that representatives of each subareas will be required to establish allocation principles which best fit the needs of their each subarea. Some of the policy considerations are:

- 1) *What criteria should be used to establish eligibility for allocation of funds from the Major Local Highway Projects category? (State highway improvements only? Arterials spanning multiple jurisdictions? Projects which can demonstrate improved performance of general traffic circulation throughout the subarea? Project readiness?)*
- 2) *How are the limited funds in Major Local Highway Projects category allocated? (Full funding of projects on first-ready, first build basis? Percentage of project by phase? Percentage of construction only? Maximum amount per project? Percentage of funds generated on annual basis? Reservation of funds for limited number of specifically identified projects? Allocation based upon amount of additional funds leveraged? Allocation based upon performance measurements and/or assessment of benefit to all jurisdictions within the subarea?)*

- 3) *Is there an expectation that jurisdictions will allocate a portion of Local Street Project funds for project development or as partial funding to be combined with Major Local Highway Projects for project construction?*
- 4) *Should development mitigation be considered in allocation of Major Local Highway Projects? (Although none of the subareas in the Mountain/Desert area except the Victor Valley, were included in the SANBAG Nexus Study, most jurisdictions in the rural Mountain/Desert subareas are considering or have established development mitigation programs. How these programs should or should not be linked to the allocation of Major Local Highway Project funds needs to be established.)*

**Recommendation:** To be developed through committee discussion.

**Responsible Staff:** Deborah Barmack, Director of Management Services

**Name of Program:** Valley Freeway Program

**Brief description:** Measure I 2010-2040 requires 29% of revenue collected in the San Bernardino Valley Subarea fund freeway projects within the San Bernardino Valley Subarea. Projects to be constructed with Freeway Projects funds include the widening of the following freeways:

- I-10 HOV – Milliken Avenue to Riverside County Line
- I-15 – Riverside County Line to I-215
- I-215 – Riverside County Line to I-10
- I-215 – SR 210 to I-15
- SR 210 – I-215 to I-10
- HOV Connectors

*Note: The Interstate 215 project through San Bernardino and Interstate 10 Westbound Lane addition down the Yucaipa grade is expected to be fully funded from current Measure I funds.*

**Technical issues:**

- 1) *Project Initiation Documents* – With the exception of the I-215 widening north of the SR 210 interchange and the HOV connectors, all of the projects listed above have had some level of project development work underway.
- 2) *Preliminary Engineering* – Preliminary engineering (the effort required to get a project to 30% design) is underway on the I-215 widening between Riverside County Line and I-10. The Board has conceptually approved proceeding with preliminary engineering for the I-10 widening.
- 3) *Environmental Clearances* – Work is underway on the Environmental Impact Report/Statement for the I-215 widening between Riverside County Line and I-10. The preliminary Project Study Report for the I-10 HOV projects prepared by Caltrans suggests that a Categorical Exception/Exclusion with studies will be the required environmental document. Various levels of environmental analysis will be necessary for all projects identified above with timeframes ranging from 2-6+ years.
- 4) *Final Design* – SANBAG or Caltrans – In the past 5 years or so the SANBAG Board has encouraged staff to pursue lead agency status for the purpose of final design of major freeway projects. It is assumed that this will continue as SANBAG's preferred approach for design activities. It is anticipated that SANBAG will continue to use engineering/design consultants rather than increasing internal staffing to perform this work.
- 5) *Unknowns of project complexity until preliminary engineering/environmental is underway* – The preliminary engineering phase of project development includes a variety of studies, the results of which lead to an ultimate project scope. Studies such as geotechnical/seismic, noise, traffic/system operations, endangered species, right of way, historic properties etc., are necessary element of project development but until these studies are complete it is difficult to truly scope the projects and the total costs associated with the projects.

**Policy considerations and alternatives:**

- 1) *Project Acceleration* – The Board has approved loaning of funds between the two Measures in order to continue progress on project development activities for the I-10 HOV Project identified in Measure I 2010-2040. This action will allow preliminary engineering and environmental clearance activities to proceed in advance of new Measure I revenues being available. The Board's adopted Legislative Program supports the use of Design-Build procurement for transportation projects but a change in state law will be required to allow for Design-Build for freeway projects.
- 2) *Linkages to Valley Freeway Interchange Program* – A number of Valley Freeway Projects will require either early or concurrent construction of antiquated and heavily congested local freeway interchanges. Given the limited resources available and the potential of over a \$1 Billion of

freeway construction in the first decade of the new Measure, it may be necessary to require freeway interchange project funds be made available first to those projects that affect mainline freeway construction

- 3) *Funding availability* – Due to a variety of factors the estimated projects costs for all the major freeway projects have more than doubled. While revenue projections have also increased, revenues still fall far short of what is necessary to fund the construction of all the projects listed above using "traditional" sources. Public-Private Partnerships, a relatively new concept in the United States that typically include some sort of tolling component and concession arrangement, have become an accepted alternative to fund and deliver major freeway capacity projects. A potential candidate corridor for this concept would be the Interstate 15 from the Riverside County Line to Cajon Summit or potentially through the Victor Valley either through a managed lane concept or a dedicated tolled truck lane.

A related policy question is that should SANBAG want to proceed with \$1 Billion worth of Freeway construction in the first decade of the new Measure, it will be necessary to utilize some form of long-term financing. The fundamental issues between long-term financing vs. pay as you go are twofold. First, by constructing the project earlier using bond proceeds, there is a high probability that the project will cost less than it would a number of years later under a "pay as you go" approach. Second, there is a value to the region, be it be it a quality of life value, a reduction in vehicle hours of delay, or air quality benefits, by advancing the project through the use long-term financing. A separate issue paper focusing on long-term financing more thoroughly frames the policy debate in this area.

Another concept to consider is a loan program between Measure categories similar to what was used in the current measure where Valley Major Projects funds that were not yet necessary to fund projects were available to "loan" to the commuter rail program to meet early 1990's needs for the Metrolink system. The commuter rail program has been repaying the Major Projects program and will fulfill its' repayment obligation before the sunset of the current measure. Obviously, this concept only works if a major program category does not require a timely use of available funds.

- 4) *System sequencing* – Given the nature of congestion in the Valley region of the County a substantive argument could be made that nearly all of the projects listed above are necessary now or within the next few years. SANBAG has generally used project readiness and funding availability as the determining factors for project delivery. While these two factors should remain elements of the policy decision-making process a third component should be considered which is how does the overall freeway system perform when certain improvements are made. SANBAG staff is currently developing capabilities that will graphically illustrate system performance that may assist the Board in making project prioritization decisions.

**Recommendations:** To be developed through committee discussion.

**Responsible Staff:** Darren Kettle, Director of Freeway Construction



## Name of Program: Freeway Interchange Projects

**Brief description:** Measure I 2010-2040 requires 11% of revenue collected in the Valley Subarea shall fund Freeway Interchange Projects. There are 31 Freeway Interchange Projects identified in the Measure and language intended to allow for additional interchange projects to be funded from this category. Language is also included in the Measure requiring equitable geographic distribution of projects be taken into account over the life of the program.

### Technical issues:

The technical issues associated with the freeway interchange program will vary from interchange to interchange. In nearly all instances environmental clearances will likely require the preparation of an Initial Study/Environmental Assessment, a process that currently take an average of 2-3 years. As the interchange projects have direct interface with the freeway system both Caltrans and in most cases the Federal Highway Administration, will have a substantial role in all phases of the project.

There are two programmatic fundamental technical/structural questions that will affect the freeway interchange program that will only be answered through healthy policy debate and the two may very well be in conflict given the reality of the overall funding picture for freeway interchange projects. **First**, Measure I 2010-2040 requires a development contribution to freeway interchange projects and it has not yet been determined when SANBAG would be required to make Measure I Interchange program funds available to a project. **Second**, and potentially in conflict with the easy answers to the first question is how the Interchange program and Valley Freeway Program interface particularly if mainline freeway project acceleration remains a policy priority.

### Policy considerations and alternatives:

- 1) *Project Acceleration* – The Board has approved loaning funds between the two Measures in order to continue progress on project development activities for the I-10 HOV Project identified in Measure I 2010-2040. This action will allow preliminary engineering and environmental clearance activities to proceed in advance of new Measure I revenues being available. Additionally, to maintain an accelerated schedule, several of the freeway interchange reconstructions must be complete before construction of the mainline HOV project commences. Recent actions by the United State Fish and Wildlife Service have cleared the substantial hurdle of addressing endangered species issues along this corridor so long as mitigation (habitat) is purchased. In general for freeway interchange projects to be delivered in an accelerated fashion design-build procurement may be a viable option. The Board's adopted Legislative Program supports the use of Design-Build procurement for transportation projects but a change in state law will be required to allow for Design-Build for freeway projects.
- 2) *Linkages to Valley Freeway Program* – A number of Valley Freeway Projects will require either early or concurrent construction of antiquated and heavily congested local freeway interchanges. Given the limited resources available and the potential of over a \$1 Billion of freeway construction in the first decade of the new Measure, it may be necessary to require freeway interchange project funds be made available first to those projects that affect mainline freeway construction.
- 3) *Funding availability* – Freeway interchange reconstructions are predominately funded from two sources; Measure I and Development impact fees as determined by the SANBAG Nexus Study program. The gap between projected revenues and estimated projects costs, while not as significant as that of the Valley Freeway program, is still substantial. More complicated perhaps than the potential gap in funding is the likelihood that local jurisdictions will have their local/developer contribution available and it will be incumbent upon SANBAG to make available the Measure I share to the project. This will likely lead to the policy discussion of whether long term financing should also be used for Freeway Interchanges and may shape how the Board might prioritize funding for interchanges vis-à-vis' the desire to accelerate mainline freeway projects.

**Recommendation:** To be developed through committee discussion.

**Responsible Staff:** Darren Kettle, Director of Freeway Construction

## Name of Program: Valley Major Streets Program

### Brief Description

The Measure I 2010-2040 Expenditure Plan defines eligible Major Streets program projects as "congestion relief and safety improvements to major streets that connect communities, serve major destinations, and provide freeway access." Funding from this program "shall be expended pursuant to a five-year project list to be annually adopted" by SANBAG "after being made available for public review and comment. Funding priorities are improving roadway safety, relieving congestion, street improvements at rail crossings, and shall take into account equitable geographic distribution over the life of the program. Pursuant to Section VIII of the Measure I 2010-2040 Ordinance and the Board-approved Congestion Management Program, eligibility to receive funding from this program is also limited to those major street projects and street improvements at railway crossings for which fair share contributions have been calculated through SANBAG's approved Nexus Study.

### Technical issues

The Measure I Valley Major Streets Program is to be funded by a combination of Measure I, federal, and fair share mitigation funds (opportunities, constraints, linkage with other programs). The Measure I share of total funding will initially be 20% of Valley revenue, but will be reduced to 17% or less after ten years commensurate with increased funding for the Express Bus/Bus Rapid Transit Service Program. Estimated Measure I revenues (based on \$8 billion total revenue) are \$1.079 billion. In addition, the Measure I 2010-2040 Expenditure Plan identifies \$82 million in state and federal funds and \$444 million in contributions from new development to fund this program. The updated Nexus Study fair share contribution for these projects is \$616 million, for an estimated available revenue total of \$1.777 billion. The updated cost of the eligible projects is \$1.798 billion, for a small programmatic shortfall of \$21 million. Annual Measure I revenue generation is projected to increase from about \$24 million in the first years to about \$58 million by 2040. Linkages between the eligible arterials and freeway interchanges may mean that the timing of projects funded through this programs may be affected by timing of projects funded through the Interchange Program.

### Policy considerations and alternatives

- 1) "Frontloading" (borrowing from one or more other funding programs to advance projects in another programmatic category, with later repayment to the lender programs) of this or other programs may be deemed desirable by the Board of Directors and member jurisdictions. Current discussion suggests that other programs such as Valley freeways, interchanges, or rail are more likely candidates for frontloading than Major Streets, in which case Major Streets could become a donor program in the early years of the Measure. It appears likely, however, that some Valley jurisdictions consider the Major Street program to be more important in the near term than freeway improvements:
  - Option 1: No inter-program loans; all funds maintained for early delivery major street and grade separation projects.
  - Option 2: Cap loans to other programs at a level that permits limited delivery of major street and grade separation projects from the outset of the program.
  - Option 3: Unlimited loans to other programs with provision for later payback.
- 2) Selected grade separations may deserve priority over most arterial street improvements, but are also more likely to attract funding from sources not contemplated in the Expenditure Plan. They are also more likely to be federalized projects (require NEPA clearance in addition to CEQA clearance). Should the arterial street projects be given some degree of preference over grade separations for expenditure of Measure I 2010-

2040 funds, given that most are unlikely to attract other funds and can be delivered with only CEQA review? If so, what kind and how much preference ought to be given?

- 3) Funding packages for all projects eligible for this funding program have a fair share development contribution. SANBAG could prioritize these projects using performance criteria to assess their relative value for relieving congestion and improving safety and geographic equity considerations. Alternatively, SANBAG could merely respond to locally initiated requests for match against the requisite level of development funding. Specific allocation strategies include:
  - Option 1: Call-for-projects basis – A call-for-projects would be issued by SANBAG to allocate a specified amount of program funding based on Board-approved evaluation criteria. Project maximums may or may not be specified.
    - Sub-option A: Geographic equity controlled through criteria weighting factors
    - Sub-option B: Geographic equity controlled by capping access to Measure funds for individual jurisdictions (caps can be adjusted if other jurisdictions do not use funds within a prescribed timeframe)
    - Sub-option C: No geographic control
  - Option 2: Project readiness basis – Jurisdictions would request Measure dollars from SANBAG to match locally contributed development financing when a certain phase of the project is ready. SANBAG would provide a commitment to the jurisdiction that specified funds will be available.
    - Sub-option A: Geographic equity controlled by capping access to Measure funds for individual jurisdictions
    - Sub-option B: No geographic control
- 4) Another issue is the actual conveyance of the Measure I dollars. Alternatives include:
  - Option 1: Reimbursement process – Jurisdictions expend funds on a project and submit invoices to SANBAG; reimbursement occurs based on agreed percentage of actual costs (could be with or without caps on reimbursement amount)
  - Option 2: Grant/MOA process (with possible refund to SANBAG if actual costs are less than original estimate)
- 5) Cost overruns can be treated in at least two ways:
  - Option 1: SANBAG commitment is to a percentage, regardless of cost
  - Option 2: SANBAG commitment is capped with the original agreement; and the overrun is the responsibility of jurisdiction
- 6) Project Management and Delivery Responsibilities. Historically, arterial project delivery has been the purview of local governments. This could change should local governments wish SANBAG to take a lead role, or in instances in which an arterial project is closely linked to a freeway interchange project on which SANBAG acts as lead agency.

**Recommendations** To be developed through committee discussion.

**Responsible Staff:** Ty Schilling, Director of Planning and Programming

**Name of Program:** Metrolink/Rail Service

**Brief Description:** Measure I 2010-2040 requires 8% of Valley Measure I shall funds passenger rail projects, including the extension of the Metro Gold Line to Montclair, the implementation of passenger rail service between San Bernardino and Redlands and for the Metrolink system, the purchase of additional passenger cars and locomotives, construction of additional track capacity, construction of additional parking at stations and provide match funds for State and Federal revenues used for maintaining equipment, track and signal and road crossings.

**Technical issues:** The Metrolink/Rail Service Program is to be funded by a combination of Measure I, federal, state and local funds. Over the 30-year period, Measure I will generate nearly \$487 million. Federal Transit Administration (FTA) funds (Sections 5307 - Fixed Guideway, 5309(m)(2)(A) New Starts and Small Starts, and 5309(m)(2)(B) - Rail Modernization) are expected to total \$479 million. This estimate of FTA revenue assumes that 50% of the capital cost for the Gold Line and Redlands extensions will be awarded (\$122.5 million). The proportion of San Bernardino Valley local revenue (Local Transportation Funds, State Transit Assistance Funds and Rail Asset funds) required for supporting the passenger rail program is not set in stone and will vary from year to year.

Both the Metro Gold Line and Redlands extensions, if everything falls in line, could be completed within the first four years of the new Measure I Program. Without other revenue sources being available, this could require a Measure I Rail commitment of \$122.5 to match a like amount of FTA funds. Only about \$40 million in Rail revenue will be generated in those four years. Staff has attempted to utilize as much of other revenue (local and CMAQ) that might be available to support these two important projects. Even with the reasonable use of other revenues, the amount of Measure I Rail funds required will total more than \$63.8 million; \$23.8 million more than the revenues generated.

**Policy considerations and alternatives:**

- 1) Both the Metro Gold Line and Redlands extensions have strong public and political support. It will be critical for SANBAG to continue to be a strong supporter of the Gold Line extension to Montclair and to leverage other Federal, State and local (Los Angeles County) funds as they become available.
- 2) Currently, cities along both projects appear to be supportive of transit oriented development at the proposed station locations; thus supporting the SCAG 2% Compass program.
- 3) The Gold Line extension is proposed as a design/build project. The Redlands extension could become a design/build project as well.
- 4) There are still several steps that need to be taken for both of these projects to win FTA approval to enter into preliminary engineering. For the Gold Line extension the major step includes a new travel forecast provided by LACMTA and getting project in Long Range Transit Plan. For the Redlands extension, the requirements for Small Starts are still not final, but the interim regulations will require the following prior to FTA authorization for Preliminary Engineering and Environmental Clearance:
  - A. Alternatives Analysis Report
  - B. Selection of LPA
  - C. Agreement of Baseline Alternative (FTA concurrence)
  - D. Planned ridership, cost inputs and estimates
  - E. Identification of transit rider benefit (travel forecast)
  - F. Economic Development Impacts
  - G. Transit Supportive Land Use and Future Patterns
- 5) Methods of advancing the two rail extension projects:

- A. Borrowing from other Valley programs
- B. Include financing with bond proceeds
- C. Delay implementation of Redlands Extension and fund Gold Line, or visa versa  
(still would require short-term borrowing for cash flow purposes)
- D. Design/Build

**Recommendations:** To be developed through committee discussions.

**Responsible Staff:** Mike Bair, Director of Transit and Rail Programs

**Name of Program:** Express Bus/Bus Rapid Transit Service

**Brief Description:** Measure I 2010-2040 requires that 2% of Valley Measure I shall fund the Express Bus/Bus Rapid Transit Service category. Effective 10 years following the initial collection of revenue, this category amount shall increase to at least 5% and may increase to no more than 10% upon approval by the Authority Board. Assuming that the 5% is selected for the remaining 20 years, approximately \$206.6 million would become available. The implementation of Bus Rapid Transit (BRT) will require federal funding from either the Federal Transit Administration Section 5309 New Starts or Small Starts programs.

**Technical issues:** In July 2004 Omnitrans developed a System-Wide BRT Corridor Plan that identifies 7 potential corridors. Of these seven corridors, the "E" Street corridor (from north of Cal State University to the VA Hospital in Loma Linda) was selected for early implementation. In December 2005 Omnitrans completed the alternatives analysis of the "E" Street corridor and selected a Locally Preferred Alternative (LPA) and is now seeking authorization to begin Preliminary Engineering and Environmental Clearance phase. The preliminary cost estimate for the LPA is \$156.2 million in 2005 dollars. The anticipated implementation date is the end of 2010.

**Policy consideration and alternatives:**

Clearly, the implementation schedule noted above would require a funding commitment prior to the Measure I 2010-2040 taking effect. One of the arguments given for not increasing the amount of new Measure I revenue to this category was that some of the infrastructure improvements required would be eligible under the Valley Major Streets program. Approximately \$45.6 of the estimated cost could be eligible for funding from the Valley Major Streets program; leaving a balance of \$110.6 million from other sources. It may be possible that the amount of federal funding could be as high as 80%, but a more likely amount would be 50%. So the amount of local funds necessary could range from \$12.2 to \$55.3 million. On a pay-as-you-go basis, it would take between 6 and 13 years to accumulate that amount of revenue under this program.

- 1) Should the BRT fixed guideway portion, excluding the dedicated bus bridge over I-10, of the project be consider for Valley Major Streets funding? And how should the BRT project be rated against other pressing needs for the Valley Major Streets program funds?
- 2) Should the funding for the BRT project be included in an advance bonding scenario?
- 3) Should there be a subset of this program funding to support future express bus service?

**Recommendation:** To be developed through committee discussion.

**Responsible Staff:** Mike Bair, Director of Transit and Rail Programs

This page left blank.



**Name of Program:** New Measure I Bond Financing Debt Capacity

**Brief Description:** The New Measure I Bond Financing Program will provide funding for capital project construction that is not expected to be financed on a pay-as-you-go basis. The program could be divided into a first/senior lien program that is primarily used to finance major projects (freeways, interchanges, and possibly passenger rail and major arterials) and a second/junior lien program that is used for local streets, and possibly major arterials. Debt capacity for the program is dependent upon many factors and constraints that are not known at this time, primarily future sales tax revenues, interest rates and the amortization period of the debt. It is reasonable to expect that the overall debt capacity for the new Measure I program could range between \$600-\$800 million in the first five years of the program (composed of \$500-\$700 million of 1<sup>st</sup> lien bonds and \$100-\$200 million of 2<sup>nd</sup> lien bonds).

**Technical Issues:** The program must be structured to meet all of the allocation/distribution requirements of the Expenditure Plan. The Additional Bonds Test for both first and second lien bonds must be structured to maximize credit ratings and financing flexibility for the capital financing program. Measure I revenues, financing interest rates and the Additional Bonds Test will be the primary constraints on debt financing capacity. Lower revenues than those that are forecast, higher financing interest rates and a restrictive Additional Bonds Test will reduce debt financing capacity. Measure I revenues greater than forecast, lower financing interest rates and a less restrictive Additional Bonds Test will result in increased debt financing capacity.

**Policy Considerations and alternatives:** Pay-as-you-go project financing is the only alternative to debt financing for projects. Project readiness and need for financing will dictate the timing of the first financings; however, it is possible for SANBAG to lock-in current low interest rates with hedging strategies when there is some certainty of project readiness and capital requirements. Debt covenants that will be embodied in a financing resolution and trust indenture will establish policies for the debt financing program.

**Recommendations:** To be developed through committee discussions.

**Responsible Staff:** Terry McGuire, Director of Finance

This page left blank.

**Name of Program:** Inter-program Issues

**Brief Description:** Several issues that affect multiple programs or may cause one program to affect others also exist, and do not fit neatly into discussion of any one program. They are discussed below.

**Policy Considerations and Alternatives:**

- 1) *Prioritization among programs, which may include borrowing from one or more programs to "frontload" another program.* As a hypothetical example, the Board may assign a higher priority to freeway construction than new major streets and rail projects, and choose to borrow revenues from those programs in the first years of the new sales tax measure to for early freeway construction, with provision for payback in later years. Metrolink funding in the current Measure I is a model for this approach. Informal discussions with staffs of SANBAG's member agencies suggests that no consensus exists thus far on prioritization of one or more programs over others, but that broad agreement should be reached, based on further discussion, before any such decision is made.
- 2) *Inter-program sequencing.* Beyond the more familiar issue of how to prioritize transportation projects within a particular program, projects funded by different programs may relate to one another such that a particular delivery sequence is desirable or even necessary to minimize construction-related transportation impacts and improve the efficiency of project delivery. Examples are the sequencing of freeway interchange (to be funded from the Valley Interchange Program) and freeway mainline improvements (to be funded from the Valley Freeway Program) within a given corridor, or the timing of arterial roadway improvements (to be funded from the Valley Major Streets Program) in proximity to a freeway interchange project (to be funded from the Valley Interchange Program). Staff suggests consideration of the following principle:
  - *Project delivery sequences that are determined to be more efficient and less costly to deliver and less impacting to the traveling public than others should be pursued.*
- 3) *Fiscal Management.* It is generally advantageous, when possible, to deliver projects without use of federal funds to avoid the federal local assistance process and National Environmental Policy Act (NEPA) compliance issues. However, larger projects such as mainline freeway improvements and many freeway interchanges must be federalized under any circumstance. It therefore makes sense to maximize utilization of federal funds on those projects that must go through the federal process anyway, and avoid federal funding of projects that can otherwise be delivered locally with California Environmental Quality Act (CEQA) review.

The Measure I 2010-2040 Expenditure Plan identifies a distribution of Measure, Federal and State, and fair share development revenues among the various Measure programs. However, these proportions will change among some programs because of updated Measure I 2010-2040 revenue forecasts, updates to the SANBAG nexus study, and changes in the availability of state and federal funds (such as passage of Propositions 1A and 1B in November, and allocation of federal monies to Alameda Corridor East grade separations in SAFETEA-LU). Staff suggests consideration of the following principles consistent with the Expenditure Plan:

- *Maximize use of federal funds on otherwise federalized projects*
- *Use Measure I and local dollars to leverage State and Federal dollars to the maximum possible extent*

- 4) *Project initiation.* Responsibility for initiation of roadway projects can rest with SANBAG or with local governments. Initiation by SANBAG could occur as a result of prioritization of projects within a programmatic category and a statement of SANBAG's willingness to fund selected high-priority projects, or a call-for-projects in which projects submitted by local governments in response to the call receive allocations in accordance with previously developed and approved criteria established by SANBAG. Alternatively, local governments could initiate projects in accordance with their own priorities at such time as fair share development contributions within that jurisdiction are sufficient to match the proportion of funds from other sources consistent with the Nexus Study. A complicating factor may be that projects prioritized in accordance with a preferred project delivery sequence as described in section #2 (above) may not be the responsible local government's priority, nor the project on which the local government would otherwise choose to focus its available development financing. This issue will be discussed further in the context of more detailed discussion of the Valley Freeway, Freeway Interchange, and Major Streets programs.

**Recommendation:** To be developed through committee discussion.

**Responsible Staff:** Ty Schuiling, Director of Planning and Programming

## Name of Program: New Legislative Initiatives

**Brief Description:** San Bernardino Associated Governments (SANBAG) is guided by its board approved legislative platform to seek legislative remedies for transportation policy and funding of transportation infrastructure projects. Additionally, in terms of securing federal funds for major projects within San Bernardino County, SANBAG adopts a list of projects seeking money through the annual appropriations process. In the past, SANBAG's strategy entailed a geographic approach concentrated on interchanges and highways, grade separations and transit projects in accordance to congestion relief needs. The result of this strategy provided small amounts of federal funds for a number of projects.

The passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a multi-year authorization measure, modified the climate for securing federal funds for major transportation projects. Due to the number of earmarks authorized by SAFETEA-LU, the appropriations process for additional earmarks is much more competitive now and there is a clear push to promote completion of a transportation system rather than individual projects. Bearing in mind this shift, SANBAG might be in a better position to compete for limited federal funds by targeting large regional projects requiring a larger share of federal funding, which rallies the support of the entire Congressional Delegation representing San Bernardino County.

The following items are intended to promote discussion on SANBAG's future strategy for new legislative initiatives.

### Policy Considerations and Alternatives:

- 1) *Seek Funding for All Projects.* As in the past, SANBAG may adopt a strategy to continue its current strategy for acquiring federal funds for all major transportation projects within San Bernardino County. The benefit to this approach is that every Board member can report to their respective jurisdictions that federal funds are being sought on such projects. The pitfalls of this strategy includes the amount of time it takes build up enough funding to complete a given project, the process to receive funding is fragmented, and allowable timeframes to utilize such funding may not coincide with the project delivery schedule.
  - *This year, newspaper articles cited that the House Appropriations Committee required representatives to better prioritize funding requests. In the coming year, it will be especially important for SANBAG to clearly communicate funding needs that benefit the regional as a whole.*
- 2) *Seek Funding for Single Large Corridor Project.* With a focus on a single, large-scale project of regional importance, SANBAG's federal funding request strategy might concentrate on a major projects along a mainline corridor. The single, large-scale corridor project may change from year to year and aim to complete corridors to alleviate congestion and/or promote goods movement. While this strategy will only seek funds for a single, large-scale corridor project for a given fiscal year, federal funds received might significantly reduce the need to utilize measure funds on a given project and thus measure funds can be used to complete other critical projects within San Bernardino County. Foreseeable benefits to implementing this strategy includes securing a larger share of federal funds a major projects and providing an opportunity to leverage state, federal and local funds to the highest degree possible. On the flip side, this approach would require SANBAG to be more competitive.
  - *To successfully implement this strategy, SANBAG will need to assess the amount of effort, commitment and resources this new strategy will require. Additionally, SANBAG will need to reach outside of the agency in a more aggressive manner to gain the support of the business community and other community stakeholders. Currently, SANBAG has one staff person focused on both the state and federal legislative strategy. Having adequate resources to assist board members effectively communicate this strategy and gain the support of Congress and the business community will be a key element to implementing this approach.*

This page left blank.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

### *Minute Action*

AGENDA ITEM: 15

**Date:** November 9, 2006

**Subject:** Award of Contract No. C07024 with Harris and Associates for State Street/University Parkway Grade Separation Construction Management

**Recommendation:\*** Approve Contract No. C07024 with Harris and Associates for State Street/University Parkway Grade Separation Construction Management in the amount of \$3,740,000 as detailed in the Financial Impact Section. TN 87107000

**Background:** This is a new contract. In August 2006 the Board authorized the release of a Request of Qualifications (RFQ) for full service construction management services for the State Street/University Parkway railroad grade separation project. SANBAG received four Statements of Qualification (SOQ) in response to the RFQ. The construction management consultants that submitted SOQs included:

- Berg and Associates with David Evans and Ninyo & Moore
- Caltrop Corporation with Hernandez, Kroone and Leighton Group
- Harris and Associates with Associated Engineers and CHJ, Inc
- STV Incorporated/TCM group with Towill and CHJ, Inc.

Utilizing a derivation of the SANBAG consultant selection process a committee consisting of one representative from the City of San Bernardino, one representative from the County of San Bernardino, two SANBAG representatives, and a representative from the Burlington Northern Santa Fe railroad concluded that all four firms proposals warranted being short-listed to the interview process. Following interviews and committee deliberations, the selection committee unanimously agreed that the Harris and Associates Team was most

\*

*Approved*  
*Major Projects Committee*

*Date: November 9, 2006*

*Moved: Second:*

*In Favor:      Opposed:      Abstained:*  
*Witnessed: \_\_\_\_\_*

qualified to perform the work and recommends this contract to the Major Projects Committee and the Board of Directors. The contract cost negotiated with Harris and Associates is consistent with the work included in the scope of work used for the RFQ.

*Financial Impact:* This item is consistent with the SANBAG 2006/07 fiscal year budget. The cost of this contract is \$3,740,000. Funding Source is Traffic Congestion Relief Program (TCRP) funds. TN 87107000

*Reviewed By:* This item will be reviewed by the Major Projects Committee on November 9, 2006.

*Responsible Staff:* Darren Kettle, Director of Freeway Construction



by and between  
San Bernardino County Transportation Authority  
and  
Harris & Associates  
for  
Management Services for State Street/University I  
Separation

Task Manager Signature \_\_\_\_\_ Date 11-3-00

Contract Manager Signature \_\_\_\_\_ Date \_\_\_\_\_

Chief Financial Officer Signature \_\_\_\_\_ Date \_\_\_\_\_

Filename: a07024-das

**This page left blank.**

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

### *Minute Action*

AGENDA ITEM: 16

**Date:** November 9, 2006

**Subject:** Construction Cooperative Agreement No. C07130 with Caltrans for the Interstate 215 Segment 3

**Recommendation:\*** Approve Construction Cooperative Agreement No. C07130 with Caltrans I-215 Segment 3

**Background:** This is a new cooperative agreement. Caltrans is acting as the lead agency for the purposes of construction of Segment 3 of Interstate 215 from Orange Show Road to just north of Mill Street in San Bernardino. This is the first of four mainline freeway projects of the major reconstruction and widening of the Interstate 215 project through San Bernardino. The project is environmentally cleared through both the Federal Highway Administration and Caltrans. The final Plans, Specifications, and Estimates package is complete and is expected to be advertised in early 2007. Construction of the project is fully funded from 2006 State Transportation Improvement Program funds, Traffic Congestion Relief Program (TCRP) funds and various types of federal funds.

This cooperative agreement which is generally ministerial in nature and is Caltrans "boilerplate" for construction projects, assigns SANBAG and Caltrans roles and responsibilities for construction management and administration of this construction project. There is one substantial difference between this Agreement and past construction agreements where Caltrans served as lead agency and that is that SANBAG will play a stronger financial management role than in the past. This agreement requires Caltrans to provide detailed monthly accounting of both construction and construction support costs and involves SANBAG in the financial management decisions related to the various sources of funds on the project. Generally, the agreement recognizes that Caltrans will perform all aspects of Advertising, Awarding, and Administering (AAA) a construction

\*

*Approved*  
*Major Projects Committee*

*Date: November 9, 2006*

*Moved: Second:*

*In Favor: Opposed: Abstained:*

*Witnessed: \_\_\_\_\_*

contract for Interstate 215 Segment 3. Caltrans is responsible for providing various construction support services including construction management, construction surveying and staking and materials testing. These services were anticipated project related costs and were included in the 2006 STIP.

*Financial Impact:* A construction cooperative agreement generally serves to assign construction management and administration responsibilities to the respective parties of the agreement and has limited financial impact to the SANBAG 2006/07 Budget. TN 83807000.

*Reviewed By:* This item was reviewed and unanimously recommended for approval by the Major Projects Committee on November 9, 2006.

*Responsible Staff:* Darren Kettle, Director of Freeway Construction

**SANBAG Contract No. C07-130**

by and between

San Bernardino County Transportation Authority

and

State of California, Department of Transportation

for

Construction Cooperative Agreement for I-215, Segment 3

**FOR ACCOUNTING PURPOSES ONLY**

<input type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # <u>8-1340</u> Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment
---	--	---	--

Notes: This is a cooperative agreement defining responsibilities

Original Contract:        \$ _____	Previous Amendments Total:        \$ _____
	Previous Amendments Contingency Total:        \$ _____
Contingency Amount:        \$ _____	Current Amendment:        \$ _____
	Current Amendment Contingency:        \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

**Contract TOTAL →** \$ \_\_\_\_\_

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: <u>12/6/06</u>	Contract Start: <u>12/6/06</u>	Contract End: <u>7/31/10</u>
New Amend. Approval (Board) Date: _____	Amend. Start: _____	Amend. End: _____

**If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation → \$ _____
-----------------------------	--------------------------------	---

Is this consistent with the adopted budget?    ☒ Yes    ☐ No

If yes, which Task includes budget authority? \_\_\_\_\_

If no, has the budget amendment been submitted?    ☐ Yes    ☐ No

**CONTRACT MANAGEMENT**

**Please mark an "X" next to all that apply:**

☒ Intergovernmental    
 ☐ Private    
 ☐ Non-Local    
 ☐ Local    
 ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No    ☐ Yes \_\_\_\_\_ %

Task Manager: Darren Kettle

Contract Manager: Dennis Saylor

\_\_\_\_\_  
Task Manager Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Contract Manager Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chief Financial Officer Signature

\_\_\_\_\_  
Date

Filename: a07135

Form 28 06/06

**This page left blank.**

# SANBAG Acronym List

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

## SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments



# ***San Bernardino Associated Governments***



## **MISSION STATEMENT**

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993  
Reaffirmed March 6, 1996